Transportation

Highway Transportation (Series Q 1-263)

Q 1-263. General note.

In 1894, the Federal Government created an Office of Road Inquiry to initiate experiments and conduct inquiries concerning the best methods of road building. It was succeeded by the Office of Public Roads and Rural Engineering in 1916 and by the Bureau of Public Roads in 1918 (the latter was called the Public Roads Administration during 1939–1949). The bureau was transferred to the Department of Transportation in 1966 and its functions assigned to the Federal Highway Administration. Surveys of highway mileage, revenues, and expenditures were made in 1904, 1909, and 1914.

In 1916, Congress passed the first of the many Federal-aid highway acts, under which the Federal Government has contributed to the cost of constructing highways designated as parts of the Federal-aid system. The Federal Highway Administration administers Federal legislation providing for the improvement, in cooperation with the States, of roads on the Federal-aid primary, secondary, and interstate highway systems. As the principal road-building agency of the Federal Government, it also cooperates with the Forest Service, the National Park Service, and other Federal agencies in the construction of roads in national forests, parks, and other areas.

The principal sources (1973) of data on public roads and on ownership and operation of motor vehicles is the Federal Highway Administration's annual Highway Statistics and its Highway Statistics, Summary to 1965. Another major source of data is the Interstate Commerce Commission. Among its publications are the monthly Transport Economics and the Annual Report, containing data on all types of domestic transport and the annual Transport Statistics in the United States.

Various censuses conducted by the U.S. Bureau of the Census also provide data relating to transportation. Reports of the census of manufactures and the census of business and the Annual Survey of Manufactures present statistics on the motor vehicle and equipment industry and on retail, wholesale, and services aspects of this industry.

Q 1-11. Volume of domestic intercity passenger traffic, by type of transport, 1950-1970.

Source: U.S. Interstate Commerce Commission, Annual Report and Transport Economics, various issues.

Q 12-22. Volume of domestic intercity freight traffic, by type of transport, 1939-1970.

Source: U.S. Interstate Commerce Commission, 1939–1959, Intercity Ton-Miles, 1939–1959, Statement No. 6103; 1960–1970, Annual Report and Transport Economics, various issues.

This study is intended to show, on as nearly comparable a base as possible, the intercity ton-miles by the various means of transport. Information sufficient in quantity and accuracy is not available to cover all modes of transport on a comparable basis before 1939. Estimates of intercity ton-miles for a period from sometime before 1939 through part of World War II are contained in the Bureau of Transport Economics and Statistics release, *Postwar Traffic Levels*, Statement No. 4440, issued in 1944. These estimates, however, are not on bases comparable with those in the 1939–1959 series.

A ton, as used here, is 2,000 pounds; and a mile is 5,280 feet. A

ton-mile is a ton of freight carried one mile. These definitions apply to all means of transport covered. To this extent, all figures presented here are comparable. Further, as far as possible, local switching, local delivery, lighterage, and rural to rural movements have been eliminated to confine operations to intercity only.

Q 23-35. Operating revenues, by type of transport, 1936-1970.

Source: Except for series Q 28, U.S. Interstate Commerce Commission, 1986-1956, Statistics of Class I, II, and III Motor Carriers, 1939-1956, Statement No. 589; 1957-1970, Annual Report and Transport Economics, various issues, and unpublished data. Series Q 28, U.S. Federal Aviation Administration, FAA Statistical Handbook of Aviation, various editions.

Q 36-46. Employment in selected types of transportation, 1947-1970.

Source: U.S. Bureau of Labor Statistics, Employment and Earnings, United States, 1909-72, Bulletin 1312-9, pp. 526-532.

Q 36, total. Represents about 80 percent of all employment in transportation. Data for types of transportation other than those shown here are available in the source only for shorter and current periods.

Q 47-49. Indexes of transportation output, 1889-1966.

Source: 1889-1946, National Bureau of Economic Research, New York, Harold Barger, *The Transportation Industries*, 1889 to 1946 (copyright); 1947-1966, estimates by John W. Kendrick, George Washington University.

Sources of figures and methods of computation are described in Barger's book. The components of passenger traffic, series Q 48, are airlines, intercity buslines, waterways, and steam railroads. For freight traffic, series Q 49, the components are motor trucking, pipelines, waterways, and steam railroads.

Q 50-55. Mileage of rural roads and municipal streets, 1904-1970.

Source: U.S. Bureau of Public Roads, 1904-1920, Highway Statistics, Summary to 1955. U.S. Federal Highway Administration, 1921-1965, Highway Statistics, Summary to 1965; 1966-1970, Highway Statistics, annual issues.

Rural roads are defined roughly as those roads located outside of incorporated communities or delimited places generally having more than 1,000 inhabitants. Estimates for earlier years for total mileage of rural roads are (in thousands of miles): 1904, 2,151; 1909, 2,200; 1914, 2,446.

Municipal and other mileage figures for 1984 and 1935 represent only mileage on municipal extensions of State systems, which are State administered. Mileage not on State or county systems was initially included in 1936 (67,000 miles). Mileage on local city streets was first included in 1941 (274,000 miles for that year). Municipal extensions are continuations of State System roads through communities with more than 1,000 inhabitants. Although mileage in places having more than 2,500 inhabitants was not originally included in Federal-aid programs, those places have been eligible for such aid in more recent years.

Q 56-58. Surfaced mileage, 1904-1970.

Source: 1904-1940, see first source for series Q 50-55; 1941-1970, see other sources for series Q 50-55.

High-type surfaced roads include bituminous penetration, sheet asphalt, bituminous concrete, portland cement concrete, vitrified brick, and block pavements of asphalt, wood, and stone. For some years, they also include dual-type surfaces and a small amount of unclassified mileage. Low-type surfaced roads include sand, clay, selected soil, untreated gravel, bituminous surface-treated, mixed bituminous and treated gravel, chert, shale, waterbound macadam.

Q 59-63. Mileage built by State highway departments, 1923-1970.

Source: 1920-1933, see first source for series Q 50-55; 1934-1970, see other sources for series Q 50-55.

Mileage built is mileage on which construction work creates a newly located road or is regarded as significantly improving the condition of an existing road. It does not include work designed to maintain or restore the condition of an existing road without material betterment. Mileage resurfaced or rebuilt to higher standards is the bulk of mileage built. Construction of earth roads consists of aligning, grading, and draining. See also text for series Q 56-58.

Q 64-68. Mileage and cost of Federal-aid highway systems, 1917-1970.

Source: Series Q 64, U.S. Federal Highway Administration, 1923–1965, Highway Statistics, Summary to 1965; 1966–1970, Highway Statistics, annual issues. Series Q 65–68, U.S. Bureau of Public Roads, 1917–1955, Highway Statistics, Summary to 1955; 1956–1965, Highway Statistics, annual issues; 1966–1970, see source for series Q 64.

In 1912, the Congress authorized \$500,000 for an experimental program of rural post-road construction. However, it was not until the Federal-Aid Road Act of 1916 that the present cooperative Federal-State highway program was established on a continuing basis. In order to accelerate the improvement of the main traveled roads, Congress in 1921 authorized designation of a system of principal interstate and intercounty roads, limited to 7 percent of the total rural mileage then existing. The use of Federal aid was restricted to this system, and to rural mileage only.

Urban highway improvement first came in for its share of the Federal-State program when the Federal-Aid Highway Act of 1944 specifically authorized the use of funds for Federal-aid highways in urban areas. In addition, the Act provided for the designation of a Federal-aid secondary system and a National System of Interstate Highways. The Federal-Aid Highway Act of 1956 provided substantially increased sums for the Federal-aid primary and secondary systems for a 3-year period, and established a long-range plan for financing accelerated completion of the 41,000-mile interstate system.

Federal funds are available for expenditure only on the designated Federal-aid systems and, in general, must be matched by an equal amount of State funds. However, under the Federal-aid Act of 1954 the Federal share for the Interstate System was raised to 60 percent, and under the 1956 Act the proportion was increased to 90 percent. Federal aid may not be expended for maintenance. The cost of most Federal-aid projects is paid initially out of State highway funds, or in some cases by counties or other local governments. The Federal share is paid as reimbursement to the States as work progresses, with final payment made after completion.

Federal authorizations have usually been made on a biennial basis and apportioned among the States for use within a 3-year period. Figures for State funds shown here are based on legal matching ratios determined by applicable Federal-aid acts. In States having public lands in excess of 5 percent of their total area, the Federal share is proportionally increased.

Q 69-81. Class I intercity motor carriers of passengers and property, 1939-1970.

Source: U.S. Interstate Commerce Commission, Transport Statistics in the United States, part 7, annual issues.

Prior to 1950, class I for-hire motor carriers were classified by the Interstate Commerce Commission as those with \$100,000 or more of gross annual operating revenue; for 1950–1958, those having gross operating revenue of \$200,000 for a 3-year period; and, beginning 1969, those having gross operating revenue of \$1,000,000 for a 3-year period.

Q 82-96. State highway finances, 1890-1970.

Source: 1890-1920, see first source for series Q 50-55; 1921-1970, see other sources for series Q 50-55.

A State highway-user tax is defined as a special tax or fee (except tolls) levied upon motor-vehicle users because of their use of the highways. Highway-user taxes include motor-fuel taxes, motor-vehicle registration and associated fees, and special taxes applicable only to motor carriers; these taxes are separable and apart from property, excise, business, or other taxes paid by the general public.

In many States, specific portions of the revenue from each type of highway-user tax are allocated to particular highway purposes. A number of States, however, place all highway-user revenue in a highway fund, and a few have a general State fund into which go all types of revenue. For the latter group of States, each particular appropriation or expenditure for highway purposes is considered to have been made from motor-fuel taxes, motor-vehicle registration fees, and motor-carrier taxes in proportion to the relative amount of revenue received from each of these three sources.

The largest share of receipts from State highway-user taxes is expended on State highways, but a portion is also allocated for local roads and streets, and a small amount used for nonhighway purposes.

Q 97-112. Receipts and disbursements of highway funds by counties and townships, 1921-1970.

Source: U.S. Federal Highway Administration, 1921–1964, Highway Statistics, Summary to 1965, tables LF-201 and LF-202; 1965–1970, Highway Statistics, annual issues, tables LF-1 and LF-2.

Q 113-128. Receipts and disbursements of highway funds by municipalities, 1921-1970.

Source: U.S. Federal Highway Administration, 1921-1964, Highway Statistics, Summary to 1965, tables UF-201 and UF-202; 1965-1970, Highway Statistics, annual issues, tables UF-1 and UF-2.

Q 129-135. Highway construction—contracts awarded, 1947-1970.

Source: U.S. Bureau of Domestic Commerce (formerly Business and Defense Services Administration), Construction Review, various issues.

Highways include streets, roads, alleys, bridges, vehicular tunnels, viaducts, sidewalks, curbs, and gutters, except when installed by private builders as a part of land development; forest and park roads; new culverts and extension of old culverts; right-of-way drainage, erosion control, lighting, and guard rails; and earth-work protective structures in connection with road improvements.

The data for State and locally owned highways were compiled by the Bureau of Domestic Commerce (formerly the Business and Defense Services Administration), Department of Commerce, from: (1) Information published by a number of private construction news services; (2) information received from selected State and local government agencies; and (3) data compiled by the Bureau of Public Roads (now the Federal Highway Administration) and the Bureau of Labor Statistics.

Data on contracts awarded for federally owned construction were compiled by BLS from reports submitted by the various Federal agencies having construction operations.

Q 136-147. Public highway debt-long-term highway obligations of Q 187-198. Speed of motor vehicles on highways, 1945-1970. State and local governments, 1945-1970.

Source: U.S. Federal Highway Administration (formerly Bureau of Public Roads), releases.

Q 148-151. Motor-vehicle factory sales, 1900-1970.

Source: Automobile Manufacturers Association, Automobile Facts and Figures, various issues.

Production of passenger cars was discontinued in February 1942 to economize resources for World War II purposes, but some vehicles remaining in factory stocks were sold under rationing orders in subsequent war years. The War Production Board authorized resumption of production as of July 1, 1945, but no new cars were actually produced until 1946.

Q 152-155. Motor-vehicle registrations, 1900-1970.

Source: U.S. Federal Highway Administration, 1900-1965, Highway Statistics, Summary to 1965; 1966-1970, Summary of Motor Vehicle Registrations by Years, table MV-200, and unpublished data.

Figures are based on reports and unpublished data of State motorvehicle registration departments. They include both privately and publicly owned vehicles.

Motor-vehicle data for the early years of the century are incomplete, largely because few States required their registration, and hence had no records of the number of vehicles using roads and streets. As production of vehicles increased, shortly before the first World War, so did the number of registration laws. By 1921, all States had adopted some form of motor-vehicle registration.

Accompanying the growth in motor-vehicle registrations has been a corresponding diversity in the registration practices among the States. In general, motor vehicles are classified as private passenger cars, passenger carriers for hire, trucks, trailers, motorcycles, and property carriers for hire. Several States, however, still register buses with either trucks or passenger cars. These differences have made it necessary for the data-compiling agency to supplement the data submitted by the States with information obtained from special studies and from other sources.

Q 156-162. Motor-fuel usage, 1919-1970.

Source: U.S. Federal Highway Administration, 1919-1965, Highway Statistics, Summary to 1965; 1966-1970, Analysis of Motor Fuel Consumption, table G221, and unpublished data.

Fuel consumption figures for which reports from State authorities were not available have been estimated by the Federal Highway Administration (formerly Bureau of Public Roads). Motor fuel includes all gasoline used for any purpose (private and public), except military, plus any diesel or other fuels used solely for the propulsion of motor vehicles on public highways. Exports from the United States are excluded, and there is no duplication because of interstate shipment. Tractor fuels are not included. Nonhighway consumption includes all use off the highway, such as aviation, agriculture, marine, industrial, etc., and usually falls under the exemption or refund provisions of the motor-fuel tax law.

Q 163-174. Automobile insurance, 1946-1970.

Source: The Spectator, Philadelphia, 1946-1954, Insurance Yearbook; 1955-1965, Insurance by States; 1966-1969, Property Liability Insurance Review, annual. 1970, The National Underwriter Co., Cincinnati, Argus F.C. & S. Chart, annual (copyright).

Q 175-186. Percent distribution of automobile ownership, and financing, 1947-1970.

Source: The University of Michigan, Survey Research Center, Ann Arbor, Survey of Consumer Finances (copyright).

Source: U.S. Federal Highway Administration, Traffic Speed Trends, and unpublished data.

Comparatively few speed studies were conducted on main rural highways until immediately prior to World War II. At that time, the average speeds of trucks, passenger cars, and buses were 41, 48, and 51 miles/hour, respectively. The low average speeds during World War II resulted from wartime restrictions on travel speeds and from gasoline rationing.

Speeds of passenger cars did not return to their prewar level until 1947. Trucks reached their prewar level in 1946, and buses in 1948. From 1948 through 1950 there was little change in vehicle speeds. Since then speeds consistently increased until 1970.

Q 199-205. Miles of travel by motor vehicles, 1921-1970.

Source: 1921-1935, U.S. Federal Works Agency, unpublished data, and U.S. Public Roads Administration, unpublished data; 1936-1965, see U.S. Federal Highway Administration sources for series Q 50-55.

Traffic volume information is obtained from automatic traffic recorders operating continuously at selected locations on the roads and streets of each State. The recorders are generally supplemented by periodic manual classification counts to determine the proportion of vehicles of each type, and each highway category, and by portable machine counts on the many road and street sections.

Q 206-207. Average miles of travel per vehicle, 1936-1970.

Source: See U.S. Federal Highway Administration sources for series Q 50-55.

Q 208-223. Motor-vehicle deaths and death rates, by age, 1913-1970.

Source: National Safety Council, Chicago, Accident Facts, 1969, p. 60; and 1974, p. 60 (copyright).

Data for 1913 to 1932 were calculated from U.S. National Center for Health Statistics data for registration States. Data for 1933 to 1963, 1965 to 1967, 1969, and 1970 are national totals; those for 1964 and 1968 are National Safety Council estimates.

Q 224-232. Motor-vehicle accidents-number and deaths, by type of accident, 1913-1970.

Source: National Safety Council, Chicago, Accident Facts, 1974, and various annual issues (copyright).

Q 233-234. State and Federal gasoline tax rates, 1930-1970.

Source: See U.S. Federal Highway Administration sources for series

State average tax is weighted by net gallons taxed at the various rates in the several States. No data are shown before 1930 because it was the first year in which all States had motor fuel taxes in effect for the whole year.

The precise dates of the changes in the Federal tax are as follows: June 21, 1932, 1 cent; June 17, 1933, 1.5 cents; January 1, 1934, 1 cent; July 1, 1940, 1.5 cents; November 1, 1951, 2 cents; July 1, 1956, 3 cents; October 1, 1959, 4 cents.

Q 235-250. Public transit mileage, equipment, passengers, and passenger revenue, 1917-1970.

Source: American Transit Association, Transit Fact Book, various annual issues (copyright); The Transit Industry in the United States, Basic Data and Trends, 1943 (copyright); mimeographed release on number of passengers, January 3, 1938.

Figures are estimates based on reports for more than 85 percent of the industry, which includes local motorbuses, electric street railways, elevated and subway lines, interurban electric railways, and transit coach lines.

Mileage estimates for trolley coaches, series Q 236, are miles of negative overhead wire. Mileage estimates for motorbuses, series Q 237, are miles of route, round trip. Equipment owned, railway cars, series Q 238, includes surface, subway, and elevated cars. The estimates for 1933 and 1934 for motorbuses owned, series Q 240, are probably understated. Revenue and nonrevenue passenger figures, series Q 241–244, exceed revenue passenger figures, series Q 245, chiefly because of free transfers.

Q 251-263. Oil pipelines operated and oil originated, 1921-1970.

Source: U.S. Interstate Commerce Commission, 1921-1953, Sta-

tistics of Railways in the United States, various annual issues; 1954-1970, Transport Statistics in the United States, part 6, Oil Pipe Lines.

Figures refer to pipelines operating in interstate commerce and regulated by ICC. Crude oil originated, series Q 252, includes both gathering and trunk lines.

For a discussion of statistics of oil pipelines, see ICC, A Review of Statistics of Oil Pipe Lines, 1921–1941, Statement 4280, mimeographed, 1942. The figure for mileage in 1938, which appears to have been revised, is from this Statement.

Figures for barrels of oil carried are as follows, in millions: 1925, 831; 1926, 836; 1927, 989; 1928, 1,053; 1929, 1,156; 1930, 1,172; 1931, 987. In these figures, a barrel handled by two or more pipelines in succession is counted each time it is handled. In the figures for barrels originated, this duplication is avoided.

*	*	$\star\star\star\star\star\star\star$ More Recent Data for Historical Statistics Series $\star\star\star\star\star\star\star$	*	*
*		Statistics for more recent years in continuation of many of the still-active series shown here appear		*
*		in annual issues of the Statistical Abstract of the United States, beginning with the 1975 edition. For		\star
*		direct linkage of the historical series to the tables in the Abstract, see Appendix I in the Abstract.		*
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Series Q 1-11. Volume of Domestic Intercity Passenger Traffic, by Type of Transport: 1950 to 1970

[In billions of passenger-miles, except percent. Airways, prior to 1959, and other types of transportation, prior to 1960, exclude Alaska and Hawaii. A passenger-mile is the movement of 1 passenger for the distance of 1 mile. Comprises public and private traffic, both revenue and nonrevenue]

		1110101110110	- passonger re-								
		Private au	tomobiles	Airwa	ays 1	Bus	es ²	Railro	ads 3	Inland wa	terways 4
Year	Total traffic, volume	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total
	1	2	3	4	5	6	7	8	9	10	11
1970 1969 1968 1987 1965 1965 1965 1962 1962 1960 1959 1958 1957 1956 1955 1955 1955 1955 1955 1955 1954 1952 1952 1951	1,185 1,138 1,079 1,021 1,021 971 920 896 853 818 791 784 765 760 748 751 716 673 675 575 535	1,026 977 936 890 856 818 802 766 736 714 706 687 670 670 637 597 576 496 458 458	86.6 85.9 86.8 87.2 88.2 88.7 89.5 89.0 90.2 90.1 89.9 90.1 89.6 89.6 89.6 89.6 89.6 89.6 89.6 89.6	119 120 101 87 69 58 49 43 37 35 84 29 28 26 23 20 17 15	10.0 10.5 9.4 87.1 65.5 55.6 4.4 4.3 4.8 83.8 3.9 22.7 6.4 2.0	25 25 25 25 24 23 23 23 20 19 20 21 21 25 26 28 29 27 26	123.4.5.6.6.6.7.6. 5.7.7.9.4.6.8.3.0.1.2.2.2.2.2.3.3.4.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5	11 12 13 15 17 18 18 19 20 21 22 24 26 29 29 29 32 35 35	0.9 1.12 1.15 1.1.89 12.12 12.25 6 2.89 1.58 1.58 1.58 1.58 1.58 1.58 1.58 1.58	4.0 3.8 3.4 3.4.1 3.2.8 2.7 2.7 2.19 11.7,7 11.5.4 11.3 11.2	0.8.8.8.8.4.8.8.8.8.8.8.8.8.8.8.8.8.8.8.

¹ Includes domestic commercial revenue service and private pleasure and business

Series Q 12-22. Volume of Domestic Intercity Freight Traffic, by Type of Transport: 1939 to 1970

[In billions of ton-miles, except percent. Motor vehicles and airways, prior to 1959, and other types of transportation, prior to 1960, exclude Alaska and Hawaii, except as noted. A ton-mile is the movement of 1 ton (2,000 pounds) of freight for the distance of 1 mile. Comprises public and private traffic, both revenue and nonrevenue]

		Railro	ads 1	Motor v	zehicles	Inland wa	terways 2	Oil pip	oelines	Airwa	ys ³
Year	Total traffic, volume	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total	Volume	Percent of total
	12	13	14	15	16	17	18	19	20	21	22
970 969 968 967 966	1,936 1,895 1,839 1,776 1,759	771 774 757 742 762	39.8 40.8 41.2 41.8 43.3	412 404 396 389 381	21.3 21.3 21.6 21.9 21.7	319 303 291 281 281	16.5 16.0 15.9 15.9 16.0	431 411 391 361 333	22.3 21.7 21.3 20.3 18.9	3.3 3.2 2.9 2.6 2.3	0.2 .2 .2 .1 .1
965	1,651 1,556 1,469 1,387 1,326	721 679 644 616 586	43.7 43.7 43.8 44.4 44.2	359 356 336 309 296	21.8 22.9 22.9 22.3 22.4	262 250 234 223 210	15.9 16.1 15.9 16.1 15.8	306 269 253 238 233	18.6 17.3 17.3 17.1 17.6	1.9 1.5 1.3 1.3	.1 .1 .1 .1
960 959 958 957 956	1,380 1,303 1,231 1,354 1,376	595 599 575 645 677	44.7 46.0 46.7 47.6 49.2	285 279 256 254 249	21.5 21.4 20.8 18.8 18.1	220 197 189 232 220	16.6 15.1 15.4 17.1 16.0	229 227 211 223 230	17.2 17.4 17.2 16.5 16.7	.8 .7 .6 .6	(Z) (Z) (Z)
955 954 958 952 951	1,298 1,144 1,232 1,172 1,209	655 578 643 651 686	50.4 50.5 52.1 55.6 56.8	223 213 217 195 188	17.2 18.6 17.6 16.6 15.6	217 174 4 202 168 4 182	16.7 15.2 16.4 14.4 15.1	203 179 170 158 152	15.7 15.7 13.8 13.4 12.6	.6 .4 .4 .4	
950 949 948 947 946	1,094 947 1,086 1,060	628 567 689 707 643	57.4 59.9 63.4 66.6 68.1	178 125 115 102 82	15.8 13.2 10.6 9.6 8.7	163 139 4162 147 124	14.9 14.7 14.9 13.8 13.1	129 115 120 105 96	11.8 12.1 11.0 9.9 10.1	.3 .2 .2 .2 .1	
945 944 1943	1,072 1,136 1,076 973 811	736 795 780 689 521	68.6 70.0 72.5 70.9 64.2	67 58 57 60 81	6.2 5.1 5.3 6.2 10.0	143 150 142 149 140	13.3 13.2 13.2 15.3 17.3	127 133 98 75 68	11.8 11.7 9.1 7.7 8.4	(Z) (Z)	SSSSS
1941 1940 1989	651 575	412 370	63 .2 64 .4	62 58	9.5 9.2	118 96	18.1 16.7	59 56	9.1 9.7	(Z) (Z)	(Z) (Z)

Includes electric railways.
 Includes Great Lakes.

flying.
² Excludes schoolbuses.

Z Less than 50 million ton-miles, or less than 0.05 percent.
 Includes electric railways, express, and mail.
 Includes Great Lakes. Includes Alaska for all years and Hawaii beginning 1959.

³ Domestic revenue service only. Includes express, mail, and excess baggage.
⁴ Part of this increase resulted from coverage of waterways previously existing but

Series Q 23-35. Operating Revenues, by Type of Transport: 1936 to 1970

[Excludes Alaska and Hawaii, except as noted]

				Revenues	(mil. dol.)					Inc	lex (1967 =	100)	
Year	Electric railways ¹	Railway express ²	Railroads ³	Waterlines ⁴	Pipelines (oil)	Domestic scheduled air carriers 5 6	Motor carriers of property	Motor carriers of passengers	Railroads ²	Pipelines (oil)	Domestic scheduled air carriers 5 6	Motor carriers of property	Motor carriers of passengers
	23	24	25	26	27	28	29	30	31	32	33	34	35
1970 1969. 1968. 1967.	11 13 12 12 14	313 270 299 323 324	12,511 11,951 11,357 10,875 11,163	502 450 435 426 460	1,188 1,103 1,023 995 941	7,131 6,857 5,607 4,887 4,070	14,585 13,958 12,400 11,308 10,862	882 1,007 991 945 901	115 110 104 100 103	119 111 103 100 95	146 140 115 100 83	129 123 110 100 96	98 107 105 100 95
1965	13	316	10,738	426	904	3,609	10,068	885	99	91	74	89	94
1964	13	298	10,252	405	865	3,095	9,155	802	94	87	63	81	85
1963	14	275	9,921	395	840	2,723	8,548	759	91	84	56	76	80
1962	22	271	9,792	394	811	2,498	8,131	729	90	82	51	72	77
1961	22	257	9,540	389	787	2,245	7,463	690	88	79	46	66	78
1960	23	* 248	*9,955	427	7 770	2,129	*7,214	667	* 92	7 77	44	* 64	71
1959	25	247	10,207	430	765	1,955	7,145	631	94	77	40	63	67
1958	30	258	9,924	415	721	1,624	6,131	599	91	72	33	54	63
1957	45	248	10,920	450	730	1,515	6,166	599	100	73	31	55	63
1956	49	257	10,963	476	737	1,342	5,829	565	101	74	27	52	60
1955	60	241	10,495	452	678	1,215	5,535	560	97	68	25	49	59
1954	56	235	9,708	399	617	1,043	4,737	561	89	62	21	42	59
1953	78	242	11,063	391	591	937	4,926	614	102	59	19	44	65
1952	82	248	10,966	340	562	818	4,417	602	101	56	17	39	64
1951	81	223	10,773	336	524	702	4,169	578	99	53	14	37	61
1950	79	223	9,820	330	442	558	3,737	539	90	44	11	33	57
1949	70	251	8,885	275	376	486	2,911	554	82	38	10	26	59
1948	77	295	10,002	237	377	434	2,698	565	92	39	9	24	60
1947	80	313	8,973	225	325	365	2,214	534	83	33	7	20	57
1946	79	326	7,852	148	294	316	1,699	554	72	30	6	15	59
1945	87	284	9,136	173	304	215	1,840	652	84	31	4	16	69
1944	100	255	9,676	188	310	161	1,756	624	89	31	3	16	66
1943	99	208	9,288	196	277	123	1,347	544	85	28	3	12	58
1942	68	155	7,691	123	245	108	1,189	398	71	25	2	11	42
1941	59	135	5,541	258	252	97	1,095	287	51	25	2	10	25
1940	53 50 49 51 52	120 112 110 110 103	4,559 4,140 3,687 4,321 4,197	212 111 104 108 104	226 212 228 249 219	77 56 43	922 796 700	182 168 151	42 38 34 40 39	23 21 23 25 22	2 1 1	8 7 6	19 18 16

^{*} Denotes first year for which figures include Alaska and Hawaii.

1 The electric railway decrease is overstated through the years because of noncomparability of reporting.

2 Through 1969, excludes payments to others for express privileges.

3 Includes pullman (prior to 1965), line-haul, and switching and terminal companies.

Includes only revenues from domestic traffic of carriers under jurisdiction of Interstate Commerce Commission.
 Revenues for scheduled passenger cargo operations.
 Includes Hawaii for all years and Alaska beginning 1955.
 Beginning 1960, includes operations in Alaska.

Series Q 36-46. Employment in Selected Types of Transportation: 1947 to 1970

[In thousands, except percent. Annual averages]

		Trucking and	warehousing 1	Rail	road ²	Ai	L 3	Local and	suburban 4	Intercity	highway 5
Year	Total	Number	e Percent of total	Number	Percent of total	Number	Percent of total	Number	Percent of total	Number	Percent of total
	36	37	38	39	40	41	42	43	44	45	46
1970	2,149	1,083	50.4	627	29.2	319	14.8	77	3.6	43	2.0
	2,166	1,083	50.0	642	29.6	320	14.8	78	3.6	43	2.0
	2,128	1,045	49.1	661	31.1	298	14.0	81	3.8	43	2.0
	2,106	1,019	48.4	691	32.8	269	12.8	83	3.9	44	2.1
	2,070	1,005	48.6	718	34.7	223	10.8	82	4.0	42	2.0
1965	2,030	964	47.5	735	36.2	206	10.1	83	4.1	42	2.1
1964	1,991	919	46.2	756	38.0	191	9.6	88	4.2	42	2.1
1963	1,986	904	45.5	772	38.9	181	9.1	88	4.4	41	2.1
1962	1,989	885	44.5	796	40.0	176	8.8	91	4.6	41	2.1
1961	1,977	845	42.7	817	41.3	175	8.9	99	5.0	41	2.1
1960	2,055	856	41.7	885	43.1	172	8.4	101	4.9	41	2.0
1959*	2,074	844	40.7	925	44.6	161	7.8	103	5.0	41	2.0
1958	2,032	778	38.3	957	47.1	149	7.3	105	5.2	43	2.1
1957	2,230	804	36.1	1,121	50.3	148	6.6	112	5.0	45	2.0
1956	2,287	803	35.1	1,190	52.0	131	5.7	120	5.2	43	1.9
1955	2,254	765	33.9	1,205	53.5	114	5.1	127	5.6	43	1.9
1954	2,221	719	32.4	1,215	54.7	105	4.7	138	6.2	44	2.0
1953	2,403	731	30.4	1,377	57.3	105	4.4	141	5.9	49	2.0
1952	2,389	699	29.3	1,400	58.6	97	4.1	145	6.1	48	2.0
1951	2,409	676	28.1	1,449	60.1	86	3.6	151	6.3	47	2.0
1950	2,290	619	27.0	1,391	60.7	76	3.3	157	6.9	47	2.1
	2,232	567	25.4	1,367	61.2	77	3.4	169	7.8	52	2.3
	2,399	573	23.9	1,517	63.2	78	3.3	176	7.3	55	2.3
	2,443	551	22.6	1,557	63.7	82	3.4	199	8.1	54	2.2

^{*} Denotes first year for which figures include Alaska and Hawaii.

1 Covers establishments furnishing local or long-distance trucking, transfer, and draying services, or engaged in storage of farm products, furniture and other household goods, or commercial goods. Includes terminal facilities for handling freight.

2 Includes companies furnishing transportation by line-haul railroad and certain allied services, such as sleeping and dining car services, railway express, and switching and terminal companies.

Series Q 47-49. Indexes of Transportation Output: 1889 to 1966

Year	All traffic 1	Year	All traffic ¹	Passenger	Freight	Year	All traffic ¹	Passenger	Freight
	47		47	48	49		47	48	49
	1958 = 100			1939 = 100	·			1939 = 100—Con.	
1966 1965 1964 1963 1962 1961 1960 1959 1958 1958 1956 1955 1954 1951 1952 1951 1950 1949 1948	152.7 139.4 128.0 119.9 114.0 107.7 108.1 106.4 100.0 103.4 108.5 108.2 93.9 98.4 98.0 100.1	1953 1952 1951 1950 1949 1948 1947 1946 1945 1944 1943 1942 1941 1940 1939 1938 1937 1936	220 219 226 206 182 205 203 192 213 222 216 183 137 110 100 89 101 93	248 (NA) (NA) (NA) (NA) (NA) (NA) (NA) 108 100 97 103 99	176 (NA) (NA) (NA) (NA) (NA) (NA) (NA) (NA)	1985 1934 1933 1933 1931 1930 1929 1928 1927 1926 1925 1925 1924 1928 1921 1920 1889	79 76 70 66 82 97 110 106 106 108 102 98 102 88 81 103	87 84 76 79 94 108 118 117 119 121 120 121 122 116 115 127	777 74 68 62 79 95 108 103 102 104 97 91 96 81 172 96

NA Not available.

 $^{\rm I}$ In combining passenger and freight traffic, passenger-miles were weighted by revenue per passenger-mile and ton-miles by revenue per ton-mile.

⁸ Covers certificated and noncertificated air carriers engaged in passenger and cargo or freight transportation. Excludes employment in related facilities and services.

⁴ Covers companies or systems primarily engaged in furnishing passenger transportation confined principally to a municipality, contiguous municipalities, or a municipality and its suburban areas, including transportation by railway but excluding taxicab, schoolbus, and charter service.

⁵ Covers intercity, interurban, and interstate bus lines, and includes intercity motor vehicle passenger transportation not operated on regular schedules.

Series Q 50-63. Mileage of Rural Roads and Municipal Streets: 1904 to 1970

Year			Total	mileage			Su	rfaced mi	leage	Mileag	e built by	State hig	hway dep	artments		
			Rura	l roads					er State		Ro	ads under	State co	ntrol		
Year	Total			tate nistered	County roads	Munic- ipal and	Total 3			Total 5			High-	Low-	Year	Surfaced mileage, total
		Total	Prima- ry	Second- ary and county roads	under local control 1	other mileage ²		High- type roads	Low- type roads		Total	Earth roads	type surface	type surface	1001	total
	50	51	52	53	54	55	56	57	58	59	60	61	62	63		56
	1,000 miles	1,000 miles	1,000 miles	1,000 miles	1,000 miles	1,000 miles	1,000 miles	1,000 miles	1,000 miles	Miles	Miles	Miles	Miles	Miles		1,000 miles
1970 1969 1968 1967 1966	3,730 3,710 3,684 3,705 3,698	3,169 3,162 3,152 3,184 3,188	408 406 425 424 418	273 273 252 250 252	2,488 2,483 2,475 2,510 2,518	561 548 532 521 510	2,946 2,914 2,870 2,827 2,800	410 403 392 386 376	322 324 330 331 333	40,438 37,123 47,425 46,257 50,872	33,834 30,034 37,279 36,763 38,968	68 212 403 209 249	24,637 20,394 23,617 24,915 27,152	9,129 9,428 13,259 11,639 11,567	1920 1919 1918 1917 1916	369 350
1965 1964 1963 1962 1961	3,690 3,644 3,620 3,600 3,573	3,009 3,003 3,002 3,005 2,995	414 411 409 407 406	249 248 247 247 243	2,346 2,344 2,346 2,351 2,346	681 641 618 595 578	2,776 2,730 2,693 2,647 2,588	367 359 350 341 331	333 334 335 337 338	47,573 45,452 49,974 52,560 44,279	36,442 36,203 36,980 41,052 33,449	278 275 210 433 372	24,194 22,664 23,623 26,305 20,554	11,970 13,264 13,147 14,314 12,528	1915 1914 1918 1912 1911	276 257 244 231 217
1960 1959* 1958 1957 1956	3,546 3,511 3,479 3,453 3,430	2,989 2,974 2,959 2,952 2,945	403 403 395 391 389	241 237 234 232 226	2,345 2,334 2,330 2,329 2,330	557 537 520 501 485	2,557 2,503 2,448 2,371 2,323	322 314 301 290 281	338 338 338 338 335	49,428 50,232 54,753 53,235 57,454	36,944 36,282 39,824 39,675 44,016	328 185 313 374 486	22,013 21,892 23,644 19,476 20,726	14,603 14,205 15,867 19,825 22,804	1910 1909 1908 1907	204 190 183 176 168
1955 1954 1953 1952 1951	3,418 3,395 3,366 3,343 3,326	2,954 2,941 2,925 2,925 2,925 2,925	387 379 377 371 367	222 218 214 219 217	2,345 2,344 2,334 2,335 2,341	464 454 441 418 401	2,273 2,228 2,160 2,070 1,998	270 262 252 245 236	340 333 332 328 323	53,559 55,488 52,886 57,847 51,471	41,120 42,053 41,744 46,354 41,864	694 866 1,264 1,238 1,603	17,672 19,730 17,807 17,811 15,122	22,754 21,457 22,673 27,305 25,139	1905 1904	161 15 4
1950 1949 1948 1947 1946	3,313 3,322 3,323 3,326 3,316	2,922 2,934 2,929 2,933 2,934	363 358 350 337 342	210 206 206 212 205	2,349 2,370 2,373 2,384 2,387	391 388 394 393 382	1,939 1,865 1,815 1,780 1,730	227 174 172 170 170	316 350 338 332 317	55,487 45,171 41,968 32,865 21,711	44,265 35,236 35,085 29,574 20,856	1,784 1,517 1,403 1,013 417	13,379 7,482 7,753 6,219 4,898	29,102 26,237 25,929 22,342 15,541		
1945 1944 1948 1942 1941	3,319 3,311 3,311 3,309 8,309	2,939 2,932 2,930 2,925 2,926	339 335 333 334 332	202 200 200 199 196	2,398 2,397 2,397 2,392 2,398	380 379 381 384 383	1,721 1,655 1,646 1,630 1,608	168 167 166 165 163	312 309 306 302 297	15,278 15,080 15,971 19,670 32,629	14,827 13,924 14,692 18,078 30,549	250 289 458 1,038 1,343	3,971 3,925 4,446 4,167 6,299	10,606 9,710 9,788 12,878 22,907		
1940 1959 1938 1937 1936	3,287 3,274 3,257 3,245 3,267	2,920 2,913 2,898 2,894 2,920	329 328 327 327 340	195 194 194 189 177	2,396 2,391 2,377 2,378 2,403	367 361 359 351 347	1,367 1,318 1,276 1,232 1,175	153 151 149 144 131	296 286 277 265 262	32,588 32,990 36,322 35,627 32,274	29,689 30,665 34,598 28,945 32,274	1,423 1,720 1,187 1,828 3,361	5,217 5,015 5,751 6,532 4,706	23,049 23,930 27,660 20,585 24,207		
1935 1934 1933 1932 1931	3,310 3,309 3,286 3,296 3,291	3,032 3,034 3,029 3,040 3,036	332 325 346 358 329	173 170 135 84 45	2,527 2,539 2,548 2,598 2,662	278 275 257 256 255	1,080 992 914 879 830	128 124 116 110 96	246 237 195 156 146	26,814 41,730	26,814 41,730 33,471 35,971 44,634	3,284 5,917 6,258 6,394 10,095	3,806 6,386 7,412 10,009 12,513	19,724 29,427 19,801 19,568 22,026		
1980 1929 1928 1927 1926	3,259 3,272 3,262 3,257 3,242	3,009 3,024 3,016 3,013 3,000	324 314 306 293 288		2,685 2,710 2,710 2,720 2,712	250 248 246 244 242	694 662 626 589 550	84 75 68 60 54	142 133 125 117 109		85,277 32,522 29,252 26,723 26,552	7,813 7,451 8,675 7,151 7,060	10,787 8,847 8,748 6,733 6,132	16,677 16,224 11,829 12,839 13,360		
1925 1924 1923 1922 1921	3,246 3,243 3,233 3,196 3,160	3,006 3,004 2,996 2,960 2,925	275 261 252 227 203		2,731 2,743 2,744 2,733 2,722	240 239 237 236 235	521 472 439 412 387	48 41 34	97 90 78		23,152 23,164 20,311	5,316 5,957 5,814	6,686 6,697 5,628	11,150 10,510 8,869		

* Denotes first year for which figures include Alaska and Hawaii.

NA Not available.

¹ Includes municipal extensions of county, town, and township roads prior to 1962, and mileage in National and State parks, forests, reservations, etc. prior to 1936 that were not parts of State or local systems.

² Includes mileage in National and State parks, forests, reservations, etc. that did not form parts of State or local road system. Prior to 1936 these roads were included with county, town, and township roads.

Includes all surfaced mileage whether under State or local control.
 Includes State highway extensions within cities.
 Excludes mileage of local roads and streets on Federal-aid secondary system which were built by State highway departments or by local authorities when financed partially or entirely by Federal funds.

HIGHWAY TRANSPORTATION

Series Q 64-68. Mileage and Cost of Federal-Aid Highway Systems: 1917 to 1970

	Miles of	highway	C	Cost (mil. dol.)	3		Miles of	highway	C	ost (mil. dol.)	3
Year	Total designated as part of Federal systems ¹	Completed during year ²	Total	Federal funds	State funds	Year or period	Total designated as part of Federal systems ¹	Completed during year ²	Total	Federal funds	State funds
	64	65	66	67	68		64	65	66	67	68
1970 1969 1968 1967 1965 1965 1965 1963 1963 1962	895,208 890,094 886,181 887,465 885,050 908,722 901,120 891,927 866,678 879,539	10,745 10,569 11,871 14,150 16,281 17,433 19,487 19,561 21,051 21,313	4,625 4,826 4,132 5,178 5,362 4,569 4,569 3,790 3,423 3,265	3,515 3,706 3,167 4,039 4,151 3,430 3,385 2,767 2,437 2,339	1,110 1,120 965 1,139 1,211 1,139 1,175 1,023 986 925	1945 1944 1948 1942 1941 1940 1939 1938 1938 1937 1936	308,741 367,690 338,705 330,051 316,432 235,482 232,834 229,905 226,829 224,450	3,085 4,473 7,753 6,898 9,734 11,549 11,776 11,766 21,330 12,258	101 135 273 226 274 269 306 309 521 238	76 109 219 143 148 150 176 183 348 225	25 26 54 83 126 119 130 125 173
1960	866,841 854,294 830,569 810,466 777,514 749,166 725,963 704,150 675,121 664,464	20,969 32,633 28,137 22,424 23,609 22,571 20,548 21,186 22,147 17,060	3,264 3,709 2,744 1,714 1,444 1,287 1,146 1,078 978 772	2,273 2,518 1,669 969 757 666 591 559 505 390	992 1,191 1,075 746 687 621 555 519 472 382	1935 1934 1933 1932 1931 1930 1929 1928 1928 1928 1926	219,869 212,496 207,194 205,025 198,967 193,652 189,853 188,017 187,035 184,162	12,811 21,203 18,219 10,855 15,902 10,339 8,581 9,756 10,220 10,723	242 358 264 205 325 237 197 196 189 215	218 311 223 95 228 100 80 83 84 93	24 47 41 110 97 137 117 113 105
1950 1949 1948 1947 1946	611,332 599,338	19,876 19,876 21,725 15,478 5,057	753 829 763 422 147	390 425 397 224 86	364 404 366 198 61	1925 1924 1923 1922 1917–1921	179,501 174,507 169,007	11,001 10,946 7,494 11,188 12,919	221 205 130 186 222	100 93 57 80 95	121 112 73 106 127

^{*} Denotes first year for which figures include Alaska and Hawaii.

1 Includes estimates on Federal-aid primary system throughout, Federal-aid secondary systems beginning in 1942, and national system of interstate and defense highways beginning in 1951. Estimates as of end of calendar year.

Series Q 69-81. Class I Intercity Motor Carriers of Passengers and Property: 1939 to 1970

					(Carriers s	ubject to IC	C regulation	is}					
			Carr	iers of passe	ngers					Carriers of	fproperty		
Year	Carriers reporting 1	Operating revenue	Expenses	Net income after income taxes	Vehicles in service ²	Vehicle- miles, passenger ³	Average fare per passenger, per carrier (intercity)	Carriers reporting	Operating revenue	Expenses	Net income after income taxes	Owned revenue vehicles	Intercity vehicle- miles
	69	70	71	72	73	74	75	76	77	78	79	80	81
		Mil. dol.	Mil. dol.	Mil. dol.		Millions	Dollar8		Mil. dol.	Mil. dol.	Mil. dol.	1,000	Millions
1970 1969 1968 1967 1966 1965 1964 1963 1962 1961	71 70 173 177 166 156 161 148 151	722 677 695 670 644 607 655 610 589	639 594 613 591 550 514 570 529 511 423	52 56 61 52 54 52 52 48 43	13,282 12,992 15,398 15,406 14,298 13,287 16,157 413,608 413,873 411,036	871 869 977 997 988 947 1,056 1,009 998	3.81 3.55 2.91 2.79 2.71 2.73 2.43 2.38 2.30 2.20	1,376 1,311 1,252 1,198 1,159 1,114 1,025 1,004 1,004	11,137 10,770 9,593 8,091 7,897 7,131 6,199 5,756 5,428 4,908	10,763 10,337 9,129 7,796 7,505 6,760 5,918 5,520 4,718	150 200 285 144 217 209 152 122 112 84	483 466 428 394 384 355 318 309 298 285	11,498 11,699 10,902 9,815 9,814 9,154 8,209 7,882 7,567 7,023
1960*	148 148 136 144 145 146	463 439 410 407 377 362 363 395 395 393	405 380 866 371 343 331 351 354 348	28 29 20 20 17 16 15 18 22 25	12,680 410,763 410,791 411,301 411,062 13,127 412,314 412,940 413,106 413,431	843 810 816 867 859 859 887 972 975	2.12 2.00 1.91 1.70 1.51 1.37 1.29 1.24 1.20	935 890 866 837 2,293 2,244 2,110 2,027 1,868 1,737	4,763 4,590 3,851 3,836 4,290 4,030 3,431 3,493 3,059 2,728	4,645 4,392 3,723 3,702 4,141 3,870 8,323 3,360 2,924 2,603	37 92 54 62 77 82 54 60 67 58	279 265 243 238 304 289 260 251 229 213	7,203 7,085 6,101 6,399 7,529 7,559 6,538 6,802 6,137 5,848
1950 1949 1948 1947 1946 1945 1944 1943 1943 1942	172 262 260 253 254 231 194 157	351 380 401 367 381 378 375 344 251 149	315 346 351 313 299 265 245 214 164 120	19 20 31 33 50 32 36 37 24 20	14,566 414,863 415,290 414,149 413,168 412,865 412,019 411,000 49,677 47,891	959 1,066 1,130 1,056 1,043 931 905 832 702 556	1.01 .91 .85 .80 .80 .79 .80 .81 .80	1,621 2,012 1,825 1,603 1,516 1,445 1,837 1,165 1,083 1,076	2,380 1,895 1,663 1,233 884 746 711 646 588 560	2,215 1,794 1,553 1,174 852 745 696 626 556 533	93 64 72 37 21 -2 8 9 17	191 169 151 128 112 100 98 89 84 84	5,532 4,338 3,810 3,059 2,407 2,165 2,132 2,006 2,040 2,040
1940	135 149	115 113	98 95	15 20	46,678 46,408	482 466	.84	991 957	431 378	412 360	13 15	69 62	1,761

^{*} Denotes first year for which figures include Alaska and Hawaii.

1 Excludes carriers subject to ICC jurisdiction engaged preponderantly in local or suburban service and carriers engaged in transportation of both property and passengers.

2 Regular route intercity and local.

² Comprises new and rebuilt mileage. ³ Represents actual expenditures of funds on calendar-year basis. Beginning 1935, includes money spent on public works and defense highways. Beginning 1940, includes secondary highways.

³ Vehicles owned, leased, and operated under "purchased transportation" arrangements, operated in all revenue service.

⁴ Excludes intercity service.

Series Q 82-96. State Highway Finances: 1890 to 1970

[In millions of dollars]

				Reve	nues						Disburse	ements			
			ts from curi		mposts		Receipts from			For St	ate-adminis highways	stered	For county		State highway debt
Year	Total	Total	Motor- fuel taxes	Motor vehicle and carrier taxes	Other ¹	Federal funds ²	issue of bonds, notes, etc. 3	All other 4	Total 5	Capital outlay for roads and bridges	Mainte- nance	Other 6	and local roads and streets	All other 7	out- standing
	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96
1970	16,501 15,293 14,563 13,161 13,217 12,532 12,363 11,091 10,697 9,758	8,843.1 8,238.5 7,426.5 6,886.9 6,577.4 7,012.7 6,582.8 6,116.9 5,831.3	5,122.8 4,758.1 4,494.1 4,505.7 4,217.5 3,929.0	2,752.1 2,551.3 2,303.6 2,128.7 2,083.3 2,507.0 2,365.3 2,187.8 1,968.5	1,175.0 1,009.2 921.6 813.2 755.2 771.1 712.4 630.7 622.7 590.0	4,001.3 4,229.7 3,862.4 4,000.6 3,499.5 2,933.0	1,301.5 1,421.1 1,374.7 1,011.3 1,295.3 591.1 783.7 611.1 1,077.9 709.6	444.5 434.6 409.7 449.0 359.7 295.3 283.4 233.0 231.9 217.7	16,584 14,919 14,253 13,315 12,558 12,437 12,017 11,248 10,451 9,626	7,876.1 7,866.3 7,359.8 7,056.3 6,458.2 6,562.3 6,047.7	1,309.7 1,210.3 1,133.9 1,093.2	2,774.9 2,644.7 2,283.6 2,108.0 1,871.8 1,662.6 1,564.9 1,491.5 1,352.8 1,192.3	2,354.2 2,223.1 2,037.0	936.5 787.2	10,596.3
1960	9,276 9,542 8,451 7,067 6,789 5,794 6,913 5,401 4,651 4,051	5,313.0 5,075.7 4,688.1 4,544.5 4,394.9 4,014.4 3,648.5 3,094.0 2,863.2	2,976.1 2,894.7 2,788.2 2,533.1 2,301.7 2,167.9 1,958.1	1,913.4 1,819.3 1,711.9 1,649.8 1,606.8 1,481.3 1,346.8 1,252.8 1,135.8	357.3 392.6 295.1	2,521.4 3,058.9 2,246.7 1,256.0 775.6 670.2 587.8 445.2 415.6	1,064.6 658.1 2,338.0 1,101.5 798.6	207.0 202.6 196.4 182.4 160.9 156.6 118.0 125.3 88.6 77.2	8,956 9,276 8,478 7,702 6,896 6,053 5,720 4,884 4,247 3,980	5,075.8 4,713.6 4,139.3 3,661.9 3,102.9	903.0 867.1 812.4 756.4 675.6 647.7 620.4 602.5	1,147.8 1,115.9 955.8 903.5 748.4 686.7 653.3 566.3 472.4 484.0	1,517.3 1,431.2 1,347.6 1,236.1 1,130.4 1,044.1 994.0 905.4	664.5 510.8 499.4 493.4 438.0 412.6 432.4	8,605.0 7,945.2 7,495.9 6,618.5 6,164.0 4,015.4
1950 1949 1948 1947 1946 1945 1944 1943 1942 1941	3,613 3,278 2,950 2,345 2,107 1,449 1,361 1,425 1,572 1,899	2,587.0 2,337.0 2,081.0 1,838.7 1,602.8 1,235:7 1,136.9 1,117.3 1,321.3 1,452.0	1,652.2 1,473.3 1,348.1 1,196.4 1,046.3 773.8 684.9 663.6 855.2	934.7 863.7 732.9 642.2 556.4 461.9 451.9 453.7 466.1 508.9	125.0 153.0 144.1 91.5 176.4 87.2 44.3 56.4	425.5 429.1 364.8 288.3 147.2 59.9 91.9 152.1 154.9 168.8	89.3 150.0 47.6 72.1 83.8 33.0	65.5 56.5 47.4 37.0 31.3 18.5 15.6 15.2 18.3 27.6	2.383	1,138.6 882.3 502.3 210.4 210.3 268.6 401.6	488.0 465.6 374.5 327.3 287.7 258.9 224.8 216.7	447.5 355.8 343.4 344.0 404.9 344.0 290.0 303.1 263.7 505.8	735.3 652.8 537.3 400.4 309.8 297.8 315.5	259.8 273.2 244.8 153.0 149.7 186.6 197.1 247.9	1,735.3 1,536.9 1,571.5 1,637.9 1,794.5 1,869.5 1,962.1
1940	1,780 1,611 1,578 1,634 1,590 1,380 1,388 1,187 1,168 1,389	1,321.0 1,226.9 1,175.7 1,195.6 1,057.9 940.4 883.7 820.9 838.1 881.7	769.8 767.4 683.0 615.5	454.8 410.2 405.8 428.1 374.9 324.8 318.5 301.5 324.0 344.3	38.1 34.1 33.4 30.2 25.3 24.8 27.5 43.4 47.6	264.0 349.7 219.3 354.8 223.5	145.9 111.5 134.2 117.1 103.0 79.8 104.6	22.7 26.0 25.4 33.2 23.6 28.7 19.1 38.8 67.4	1,257 1.325	500.1 558.3 589.2 631.7 438.3 580.3 529.2	211.9 232.6 223.7 222.0 187.1 181.5 179.3 178.1	318.1 337.0 329.9 270.6 256.3 219.8 191.1 189.0 190.1	333.5 296.8 312.8 257.3 233.2 216.3 196.8	224.0 201.2 205.2 211.0 179.2 155.7 126.6 108.2	2,250.1 2,243.6 2,210.3 2,169.2 2,114.8 2,108.8 2,038.5
1930 1929 1928 1927 1926 1925 1924 1923 1922 1921	1 206	850.7 778.9 626.8 559.6 475.8 405.6 302.6 216.5 153.5	431.3 304.3 258.7 187.6 145.4 78.7 30.8 10.8	356.0 347.5 322.4 300.9 288.2 260.2 223.2 185.7 142.7	55.1 75.8 57.6 52.0 49.2 56.1 39.4 62.4 65.8 69.7	81.2 80.1 79.1 93.3 92.9 73.3	133.4 90.9 137.8 141.4 101.6 88.1 143.0	74.5 85.5 98.8 96.4 83.1 86.5 98.6 80.6 102.9	985 847 747 759 688 501	575.4 558.4 418.8 366.0 403.8 397.6 279.9	173.6 160.2 139.1 125.7 119.3 104.8 75.3 75.3	115.9 89.8 74.4	136.4 115.6 101.4 75.6 57.8 68.0	32.4 27.6 23.9 22.9 18.8 20.1 14.0	1,438.9 1,187.8 1,085.8 1,085.8 933.0 789.3 678.3 565.4
1920 1919 1918 1917 1916 1915 1914	358 221 139 116 87 90 75	102.9 65.7 51.4 37.5 25.8 18.2		101.5 64.6 51.4 37.5 25.8 18.2 12.3	6.3 23.0	2.1	7.0 21.6 4.8	57.4 81.7 48.8 50.3 27.0 25.1	139 116 87 90	124.9 71.9 61.6 49.8 55.9	53.0 34.9 27.6	25.4 19.2 13.5 10.2 6.7 5.8	19.0 14.7 14.1 10.2 7.5	4.9 4.5 2.8 1.9 2.0	191.4 159.5 154.0 134.4

Year	State high- way debt outstanding	Year	State high- way debt outstanding	Year	State high- way debt outstanding	Year	State high- way debt outstanding
	96		96		96		96
1913 1912 1911 1910 1909 1908	94.2 65.6 52.4 38.3 31.6 24.4	1907 1906 1905 1904 1903 1902	18.4 16.4 15.4 15.0 14.5	1901 1900 1899 1898 1897 1896	13.1 12.7 12.2 10.0 8.2 6.7	1895 1894 1893 1892 1891 1890	2.6 1.3 .5 (Z) (Z) (Z) (Z)

^{*} Denotes first year for which figures include Alaska and Hawaii.

Z Less than 50,000.

¹ Includes road, bridge, and ferry tolls; property taxes; appropriations from general funds; and other State imposts.

² Includes funds of Federal Highway Administration and other agencies paid as reimbursement to the States. Does not include direct Federal expenditures for highways.

ways.

3 Includes refunding issues and toll revenue bonds.

^{*}Includes funds transferred from local governments and miscellaneous receipts.

*Beginning 1966, excludes amounts allocated for collection and nonhighway purposes, and bonds redeemed by refunding.

*Includes administration, engineering, and equipment; State highway police; interest on obligations for State highways; and retirement of obligations for State highways.

ways.

7 Includes expenditures and funds transferred for nonhighway purposes and expense of collecting and administering highway-user revenue.

HIGHWAY TRANSPORTATION

Series Q 97-112. Receipts and Disbursements of Highway Funds by Counties and Townships: 1921 to 1970 [In millions of dollars]

	i							or donars	,							
		1	Receipts	of countie	s and tow	nships for				Dis	bursement	s of coun	ties and to	wnships f	or highwa	.ys 4
			Lo	cal receip	ots			sfers from governmen		Total		Main-	Adminis-			Trans-
Year	Total receipts	Total	Local highway user imposts	Tolls	Borrow- ing 1	Property tax, general fund, misc.	Total ²	Federal 3	State	dis- burse- ments ⁵	Capital outlays 3	tenance and opera- tion	tration and other	Interest 6	Debt retire- ment 6	fers to other govern- ments
	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112
1970	3,075 2,913 2,693 2,609 2,410	1,511 1,478 1,372 1,321 1,216	50 42 18 20 18	24 21 21 20 20	222 236 272 272 272 201	1,216 1,179 1,061 1,009 977	1,565 1,435 1,321 1,288 1,194	72 53 44 41 45	1,485 1,376 1,255 1,202 1,146	3,028 2,818 2,639 2,577 2,345	915 846 806 761 714	1,463 1,392 1,272 1,205 1,138	269 218 201 163 146	65 62 55 53 46	193 191 167 220 162	124 109 138 175 139
1965	2,247 2,135 2,012 1,990 1,926	1,114 1,053 1,015 1,035 979	12 11 10 9 8	19 18 17 16 16	216 203 159 220 186	867 821 829 790 769	1,133 1,082 997 955 947	43 33 30 30 29	1,087 1,044 964 922 916	2,203 2,068 1,996 1,934 1,896	681 649 618 605 579	1,080 1,008 959 939 922	133 123 108 99 99	48 45 45 41 40	166 148 158 144 149	95 95 108 106 107
1960	1,753 1,762 1,695 1,619 1,518	878 926 891 810 768	9 9 4 4 3	19 20 19 16 15	115 184 167 141 128	735 713 701 649 622	875 836 804 809 750	28 21 26 28 21	845 812 776 779 728	1,737 1,745 1,704 1,603 1,509	500 521 549 518 425	923 874 847 784 764	95 92 81 76 65	33 32 32 32 31	108 126 116 112 109	78 99 77 72 58
1955 1954 1953 1952	1,531 1,371 1,329 1,253 1,128	835 697 691 650 582	4 4 3 3 2	15 14 13 13	229 113 126 121 98	587 566 549 513 470	696 674 638 603 546	17 18 18 17 9	678 655 619 584 536	1,429 1,369 1,297 1,200 1,106	450 436 401 355 285	701 677 649 618 596	64 59 55 51 47	29 29 28 27 29	109 107 102 97 101	62 48 51 42 35
1950 1949 1948 1947 1946	1,067 1,010 936 856 702	565 538 489 485 375	2 2 1 1 1	12 11 10 8 7	104 120 98 127 64	447 405 380 349 303	502 472 447 371 327	6 5 4 2 3	495 466 442 369 323	1,043 990 929 826 685	266 279 255 208 147	557 498 478 432 373	44 39 33 27 24	29 31 32 33 35	100 96 91 96 85	38 39 37 27 17
1945 1944 1943 1942	575 519 516 669 847	310 276 266 320 364	1 1 1 1	5 5 5 5 4	39 28 18 57 94	265 242 242 257 265	265 243 250 349 483	4 2 2 79 191	261 241 248 270 292	556 506 470 643 836	74 58 52 173 311	308 271 237 246 254	20 19 18 18 22	38 41 45 49 55	103 105 107 142 175	9 8 7 8 13
1940	931 987 1,023 869 901	348 354 370 389 326	- - - 1	3 3 1 -	68 69 86 108 56	277 282 281 280 269	583 633 653 480 575	299 362 394 223 341	283 271 259 257 234	925 989 1,031 876 909	482 495 533 353 449	249 240 239 234 222	19 19 18 19 24	58 63 68 72 73	149 152 150 168 116	12 14 17 26 23
1985 1984 1983 1982 1981	624 660 567 664 812	314 282 320 456 602	1 1 1 1	- - - -	50 31 24 67 109	263 250 295 388 492	310 378 247 208 210	95 154 25 - 1	215 224 222 208 209	629 662 576 686 847	194 238 130 168 248	202 187 191 235 262	23 26 27 28 38	80 81 81 87 91	120 116 124 133 165	9 10 12 24 41
1930 1929 1928 1927 1926	818 790 835 841 775	622 636 700 716 667		-	95 111 150 181 169	527 525 550 535 498	196 154 135 125 108	- - - -	196 154 135 125 108	852 808 832 829 752	297 257 282 289 266	284 260 260 238 213	36 50 37 41 42	83 78 80 75 67	113 106 103 105 91	39 57 70 81 73
1925	683 690 638 731 657	581 646 598 645 635	-	- - - -	144 158 129 150 202	437 488 469 495 433	102 44 40 86 22	- - - -	102 44 40 86 22	689 688 645 733 670	265 256 242 330 337	197 195 184 185 186	29 27 46 40 40	52 55 50 35 34	74 67 56 48 40	72 88 67 95 33

Represents zero.
 ¹ Includes long and short-term notes. The latter are for two years or less.
 ² Beginning 1940, includes small amount from municipalities, not shown separately.
 ³ Includes Federal work-relief funds (mainly Works Progress Administration) for 1933-42 respectively, as follows (in millions of dollars): 25, 150, 91, 339, 221, 389, 352, 295, 189, and 78.

⁴ Includes expenditures by local rural agencies for highways. The major share of the expenditures were for the local highway system. However, in some instances, outlays for State-administered highways and local city streets are included.

5 For 1931-1959, includes small amount for nonhighway purposes, not shown separately.

6 Includes debt service for long and short-term notes. The latter are for two years or less.

Series Q 113-128. Receipts and Disbursements of Highway Funds by Municipalities: 1921 to 1970 [In millions of dollars]

			Recei	pts of mu	ınicipalitie	s for high	ways				Disburse	ments of	municipali	ties for hi	ghways 3	
			Lo	cal receip	ots			sfers from governmen		Total		Main-	Adminis-			Trans-
Year	Total receipts	Total	Local highway user imposts	Tolls	Borrow-ing 1	Property tax, general fund, misc.	Total ²	Federal	State	dis- burse- ments 4	Capital outlays	tenance and opera- tion	tration and other	Interest 5	Debt retire- ment ³	fers to other govern- ments
	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128
1970	3,580 3,269 3,046 2,826 2,632	2,578 2,430 2,288 2,116 1,994	96 91 87 74 74	93 89 85 82 81	525 447 458 499 444	1,864 1,803 1,658 1,461 1,395	1,002 839 758 710 638	20 10 5 6 5	895 764 686 664 602	3,570 3,273 2,982 2,786 2,530	1,074 1,017 935 894 808	1,240 1,136 1,066 970 893	668 525 445 381 332	138 131 118 111 102	397 384 339 354 333	52 80 79 76 62
1965	2,362 2,228 2,170 1,968 2,003	1,748 1,652 1,680 1,523 1,592	71 67 61 67 67	77 65 60 58 53	394 371 475 377 450	1,206 1,149 1,084 1,021 1,022	614 576 490 445 411	11 22 5 1 2	574 523 435 395 365	2,305 2,199 2,117 2,046 1,949	722 731 694 679 645	854 801 789 758 738	234 214 189 165 163	101 97 94 91 83	345 303 309 302 275	49 53 42 51 45
1960 1959 1958 1957 1956	1,987 1,892 1,702 1,725 1,550	1,572 1,491 1,313 1,390 1,266	67 66 62 68 57	54 54 53 52 - 49	507 503 347 436 365	944 868 851 834 795	415 401 389 335 284	3 - 1 -	389 364 351 305 264	1,954 1,815 1,773 1,682 1,523	666 631 656 615 563	685 659 614 567 542	152 133 155 123 105	80 75 63 57 47	323 263 241 264 220	48 54 40 38 16
1955 1954 1953 1952 1951	1,485 1,314 1,186 1,302 963	1,224 1,068 971 1,113 792	56 49 49 35 25	46 43 42 41 37	385 290 236 443 205	737 686 644 594 525	261 246 215 189 171	1 1 1 1	243 232 204 178 162	1,347 1,269 1,153 1,256 959	507 464 415 379 336	479 456 442 409 377	82 71 70 70 56	52 50 43 44 42	180 194 151 329 133	25 16 15 14 10
1950	918 1,014 776 671 485	753 860 662 565 407	23 23 20 17 16	31 26 24 21 10	187 300 136 132 53	512 511 482 395 328	165 154 114 106 78	- - -	154 145 106 101 76	901 971 756 635 463	329 320 253 212 100	346 347 324 265 220	51 50 43 34 24	42 43 40 39 37	115 200 86 78 75	13 8 7 4 4
1945	399 310 297 407 495	350 261 248 258 437	15 14 12 7 8	8 11 10 11 9	31 19 22 66 79	296 217 204 274 341	49 49 49 49 58	- - - 1	48 43 43 46 52	389 381 322 372 494	55 53 41 81 112	191 193 176 168 170	18 13 14 21 26	38 39 41 48 59	84 79 43 49 122	1 2 2 2 2 2
1940 1939 1938 1937 1936	471 448 489	429 404 393 432 367	10 20 17 11	9 7 5 5	86 80 74 39 19	324 297 297 377 348	75 67 55 57 29	6 9 5 2	63 54 47 50 25	509 479 433 488 430	171 172 140 130 125	133 153 144 134 154	24 33 31 29 26	60 62 62 63 60	114 54 53 128 65	2 1 1 1 -
1935 1934 1933 1932 1931	373 392 407 536 737	352 366 386 516 716	-	- - - -	17 29 13 42 73	335 337 373 474 643	21 26 21 20 21	-	17 21 17 15 16	408 376 501 630 790	107 110 135 208 344	145 148 147 166 193	24 25 24 27 32	68 75 82 87 88	64 18 113 142 133	-
1980 1929 1928 1927 1926	841	899 847 833 845 724	-	-	112 122 115 115 100	787 725 718 730 624	11 13 8 3 5	-	11 13 8 3 5	946 779 745 747 644	473 427 441 451 372	197 196 180 182 167	33 32 30 30 28	91 82 74 69 62	152 42 20 15 15	
1925 1924 1923 1922 1921	403 376	691 573 403 376 337	- - - - -	- - - -	113 91 - - -	578 482 403 376 337	3	-	3	591 492 403 376 337	356 285 226 213 191	147 130 120 115 108	24 22 20 19 18	54 45 37 29 20	10 10 - - -	

Represents zero.
 Includes long and short-term notes. The latter are for two years or less.
 Beginning 1931, includes small amount from county and townships, not shown separately.
 Represents expenditures for highways and streets by local municipal governments. The major share of the expenditures were for the local highway system However, in

some instances, outlays for State-administered highways and local county-level streets are included.

4 For 1937-1958, includes small amount for nonhighway purposes, not shown separately.

5 Includes debt service for long and short-term notes. The latter are for two years or less

HIGHWAY TRANSPORTATION

Series Q 129-135. Highway Construction—Contracts Awarded: 1947 to 1970

[In millions of dollars. Covers federally and State owned highways only; includes force-account construction authorized to start]

		Highways		Federal proj	ly aided ects	Independ proj	lent State lects			Highways		Federal proj	ly aided ects	Independ proj	ent State ects
Year	Total	Federally owned	State owned	Total value	Federal funds	Total value	Total facilities	Year	Total	Federally owned	State owned	Total value	Federal funds	Total value	Total facilities
	129	130	131	132	133	134	135		129	130	131	132	133	134	135
1970	6,520 6,625 5,305 5,522 5,459 4,935 4,868 4,418 4,336 14,482 4,030 13,805	52 38 84 78 127 135 123 142 95 92	6,468 6,587 5,520 5,444 5,332 4,800 4,745 4,275 4,241 3,803 3,901 3,213	4,877 5,048 3,711 4,112 4,173 3,896 4,055 3,730 3,253 3,168 3,097 2,638	3,619 3,784 2,766 3,077 3,131 2,976 6 3,084 2,770 2,506 2,289 2,218 1,877	1,591 1,539 1,510 1,382 1,159 904 690 546 988 634 804 575	49 78 63 213 99 49 82 27 326 92 165 59	1958 1957 1956 1956 1954 1952 1952 1951 1950 1949 1948 1947	14,585 13,917 13,303 2,619 12,746 12,713 12,088 11,743 1,528 11,448 11,446 917	96 92 92 92 59 62 53 90 71 36 47 28	3,996 3,311 2,718 2,560 2,300 2,287 1,654 1,362 1,492 1,150 1,145 892	3,489 2,390 1,737 1,256 1,218 998 912 780 798 643 740 635	2,504 1,614 963 667 630 519 476 409 415 332 386 329	507 921 981 1,304 1,082 1,289 743 582 694 507 405 257	44 343 337 695 459 800 146 68 228 120 46 (NA)

^{*} Denotes first year for which figures include Alaska and Hawaii. NA Not available.

Series Q 136-147. Public Highway Debt-Long-Term Highway Obligations of State and Local Governments: 1945 to 1970

[In millions of dollars. State data are for calendar years; local data are for varying fiscal years. Excludes duplicated and interunit obligations, except as noted. Municipal obligations include data for all municipalities and other political subdivisions urban in character]

								1	······································			
		Debt i	ssued			Debt re	deemed			Debt out	standing	
Year	Total 1	State	County and local rural	Municipal	Total ²	State	County and local rural	Municipal	Total	State	County and local rural	Municipal
	136	137	138	139	140	141	142	143	144	145	146	147
1970 1969 1968 1967	1,886 2,022 1,991 1,633 1,680	1,305 1,351 1,377 1,012 1,156	174 241 241 194 158	407 430 373 427 366	1,252 1,122 1,071 965 915	782 705 657 540 519	152 137 136 136 126	318 280 278 289 270	19,107 18,572 17,672 16,749 16,080	13,908 13,380 12,784 12,014 11,542	1,685 1,658 1,554 1,450 1,394	3,519 3,534 3,384 3,285 3,144
1965	1,070 1,097 981 1,535 1,272	586 634 458 1,017 718	169 156 114 184 153	315 307 409 334 401	855 752 732 679 665	459 381 382 340 330	123 116 114 110 117	273 255 236 229 218	15,316 15,114 14,773 14,537 13,718	10,905 10,778 10,525 10,449 9,772	1,363 1,317 1,281 1,285 1,252	3,048 3,019 2,967 2,803 2,694
1960 1959* 1958 1957	1,206 1,158 1,352 1,200 1,439	680 669 913 702 1,067	190 153 140 123 105	336 336 299 375 267	616 610 543 535 438	300 308 252 253 190	96 92 94 92 97	220 210 197 190 151	13,166 12,576 12,278 11,422 10,659	9,384 9,004 8,641 7,945 7,496	1,280 1,186 1,130 1,084 1,035	2,502 2,386 2,507 2,393 2,128
1955 1954 1958 1952 1951	1,174 2,684 1,353 1,102 790	646 2,317 1,038 797 535	205 94 119 100 79	323 273 196 205 176	421 433 344 339 349	191 168 139 157 156	89 109 86 78 82	141 156 119 104 111	9,658 8,905 6,654 5,645 4,883	6,619 6,164 4,015 3,116 2,476	1,027 911 926 893 868	2,012 1,880 1,713 1,636 1,589
1950 1949 1948 1947 1947	652 533 476 308 3161	400 254 270 80 55	90 98 83 107 49	162 181 123 122 62	322 3261 3266 3258 3261	143 106 117 115 124	83 81 79 78 78	96 84 78 75 72	4,436 34,077 33,797 33,589 33,538	2,096 1,838 1,690 1,537 1,571	872 888 870 866 837	1,468 1,402 1,298 1,254 1,207
1945	349	11	22	20	³ 258	115	87	78	33,640	1,638	869	1,218

^{*} Denotes first year for which figures include Alaska and Hawaii. $^{\rm 1}$ Excludes refunding issues.

¹ Includes locally owned; therefore, details do not add to total.

 $^{^2}$ Excludes redemptions by refunding. 3 Duplicated and interunit obligations have been excluded from totals only.

Series Q 148-162. Motor-Vehicle Factory Sales and Registrations, and Motor-Fuel Usage: 1900 to 1970

[Number sold includes sales of military vehicles. Value of sales does not include Federal excise taxes. Beginning 1937, standard equipment is included in the value estimate]

	М	otor-vehicle	factory sa	les	Mo	tor-vehicle	registratio	ns			Mo	tor-fuel us	age		
Year		ger cars	and b		Total	Auto- mobiles	Buses	Trucks	Total	Highway	Non- highway	Passenger vehicles	Trucks and combina- tions	Consump- tion per vehicle	Average mileage per gallon, per
	Number	Wholesale value	Number	Wholesale value											vehicle
	148	149	150	151	152	153	154	155 	156	157	158	159	160	161	162
	1,000	Mil. dol.	1,000	Mil. dol.	1,000	1,000 89 279 8	1,000 379.0	1,000 18,748.4	Mil. gal. 96,331	Mil. gal. 92,328	Mil. gal. 4,002	Mil. gal. 66,728 63,395	Mil. gal. 25,600 24,727	Gallons 830	12.
970 969 968 967 966	8,223.7 8,822.1 7,436.7	14,500 18,751 19,352 15,653 17,554	1,692.4 1,923.1 1,896.0 1,539.4 1,731.0	4,936 4,670 3,592 3,953	108,407.3 105,096.6 100,884.7 96,930.9 93,962.0	89,279.8 86,861.3 83,591.6 80,414.1 78,122.9		18,748.4 17,870.9 16,941.2 16,178.8 15,516.8		74,730			23,482 21,673 20,415	804 786 778	12 12
965 964 963 962 961	9,305.5 7,751.8 7,637.7 6,933.2	18,380 14,836 14,427	1,751.8 1,540.4 1,462.7 1,240.1		90,357.6 86,301.2 82,713.7 79,173.3 75,958.2	75,257.5 71,982.7 69,055.4 66,108.2 63,417.3		14,785.7 14,013.1 13,360.4 12,779.8 12,261.1		ll .	5,446		19,470 18,432 17,089 16,443	773 774 776	12 12 12 12
960 959* 958 957 1956	6,674.3 5,591.3 4,257.8 6,113.3	12,164 10,543 8,010	1,194.4	2,350 2,338 1.730				11,914.2 11,635.3 11,135.8 10,942.9 10,678.6	63,210 61,715 58,589 56,954 55,149	57,877 56,331 53,418 51,864 50,214	5,089 4,935		14,514 14,271 13,978	767 768	12 12 12 12 12
1955 1954 1953 1952 1951	7,920.3 5,558.3 6,116.3 4,320.3	12,452 8,218 9,002	1,249.1 1,042.1 1,206.2 1,218.1				255.2 248.3	9,543.9	52,565 49,118 47,381 45,037 42,473	47,730 44,365 42,731 40,584 38,128	4,834 4,753 4,649 4,452 4,345	34,319 31,670 30,384 28,735 26,910	12,245 11,849 11,171		12 12 12 12 12
1950 1 1949 1 1948 1 1947 1	1	8,468 6,650 2 4,870 1 3,936		1,707 1,394 1,880 1,731		10 330 0	208.9 196.7	8,598.9 8,023.4 7,533.5		32,431 30,460 28,215	4,177 4,009 3,868 3,464 3,227	25,037 23,645 22,149 20,864 19,502	10,566 8,666 8,189 7,243 6,068	728 727 741 746 747	13
1945	69	57 6 (Z) 1 (Z)	655.6 737.5 699.6 818.6	1,181 1,700 1,451 1,427	31,035.4 30,479.3 30,888.1	25,796.9 25,566.4 36.009.0	162.1 152.5 152.3 135.9 119.7	5,076.3 4,760.2 4,726.7 4,894.8 5,150.1	22,046 19,292 18,642 22,438 26,429	16.004	2,897 2,862 2,638 2,499 2,237	14,023 11,805 11,424 214,974 18,502	4,534	540 519	13
1940 1 1939 1 1938 1 1937 1 1936		1	1	ł	32,453.2 31,009.9 29,813.7 30,058.8 28,506.8	27,465.8 26,226.3 25,250.4 25,467.2 24,182.6	101.1 92.2 87.6 83.1 62.6	4,886.2 4,691.2 4,475.5 4,508.5		22,001 20,714 19,611 19,455 18,099	1,700 1,659 1,462	15,018 14,026	4,465 4,365 4,003	668 658 648 635	1: 1: 1:
1935 1934 1933 1932 1931	3 273 3	1,707 1,140 773	697.3 576.2 329.2 228.3			22,567.8 21,544.7 20,657.2 20,901.4 22,396.2		3,919.3 3,665.4 3,457.0 3,446.1	17,637 16,557 15,367	15,414 14,348 14,339	1,292 1,143 1,019 1,088 1,164				
1930 1 1929 1 1928 1 1927 1 1926 1	2,787.	1,644 1 2,790 4 2.572	575.3 881.9 583.3 464.7	390 622 460 420	26,749.8 26,704.8 24,688.6 23,303.4 22,200.1			3,674.5 3,549.9 3,294.4 3,082.4 2,907.8	15,777 15,051 13,090 11,936 10,552	14 139	1,023 911 728 605 488				
1925 1924 1923 1922	3,735. 3,185. 3,624. 2,274.	2,458 8 1,970 7 2,196 1 1,494	530.6 416.6 409.2 269.9	318 308 226	20,068.5 17,612.9 15,102.1 12,273.5	17,481.0 15,436.1 13,253.0 10,704.0	1		5,014	7,497 6,078 4,841	312 235 173				
1920	1,905. 1,651. 943. 1,745.	5 1,809 6 1,369 4 800 7 1,050	321.5 224.5 227.2 128.1	423 7 371 2 434 1 220	5,118.5	6,679.1 5,554.9 4,727.4		1,107.6 897.7 605.4 391.0 250.0	2,747	2,672	75				
1915 1914 1913 1912 1911	895. 548. 461. 356.	9 571 1 420 5 399 0 33	74.0 24.9 23.4 22.0	125 44 5 44 0 48	2,490.9 1,763.0 1,258.0 944.0	2,332.4 1,664.0 1,190.3		42.4							
1910 1909 1908 1907 1906	181. 123. 63. 43.	0 21 9 15 5 13 0 9	6.0 3.2 5 1.1	5 5 5 7 1		458,8 305,8 194,4 140,8	3	10.1 6.0 4.0 2.9 2.2							
1905 1904 1903 1902 1901	24. 22. 11.	2 3: 1 2: 2 1: 0 1:	3	7 1	78.8 55.2 32.9 23.0	77 .4 54 .8 32 .9		1.4							
1900	1		4		8.0	11	1	Į.	1		1	1	1		

chassis only, without bodies; hence the value of bodies for these chassis (series Q 151) is not included. $^{\rm 2}$ Beginning 1942, includes travel by military vehicles.

^{*} Denotes first year for which figures include Alaska and Hawaii.

Z Less than \$500,000.

A substantial portion of the number of trucks and buses (series Q 150) consists of

Series Q 163-174. Automobile Insurance: 1946 to 1970

[Money figures in millions of dollars. 1950, net basis; 1955, direct writing basis; 1960 and 1965, direct premiums earned and direct losses incurred; 1969, premiums written basis; 1970, premiums earned basis]

	т	otal insuran	ce			Automobi	le liability			Ph	ysical damag	ge ³
		Losses	paid 1		Bodily injury	7	Pro	operty dama:	ge ²		Losses	paid 1
Year	Premiums written		Percent of		Losses	paid 1		Losses	s paid 1	Premiums written		Percent of
		Total	premiums written	Premiums written	Total	Percent of premiums written	Premiums written	Total	Percent of premiums written		Total	premiums written
	163	164	165	166	167	168	169	170	171	172	173	174
1970	14,612 12,906 11,693 10,800 10,008 8,358 7,582 7,341 6,922 6,668	11,198 7,715 6,642 5,814 5,235 5,221 4,787 4,459 4,034 3,723	76.6 59.8 56.8 53.8 52.5 63.1 60.7 58.3 55.8	6,723 5,892 5,383 4,991 4,610 3,948 3,612 3,333 3,144 2,977	5,256 3,093 2,802 2,580 2,351 2,459 2,266 2,017 1,849 1,744	78.2 52.5 52.1 51.7 51.0 62.3 62.7 60.5 58.8 58.6	2,836 2,544 2,280 2,091 1,894 1,567 1,418 1,328 1,276 1,285	2,291 1,693 1,416 1,224 1,090 1,025 940 826 748 705	80.8 66.5 62.1 58.5 59.6 65.4 66.3 62.2 58.6 54.9	5,053 4,470 4,030 3,718 3,504 2,843 2,552 2,680 2,502 2,406	3,651 2,929 2,424 2,011 1,794 1,737 1,581 1,616 1,437 1,274	72.3 65.5 60.1 54.1 51.2 61.1 62.0 60.3 57.4 53.0
1960* 1959 1958 1957 1956 1957 1956 1954 1953 1952	6,448 6,060 5,404 5,037 4,541 4,644 4,175 4,165 3,608 2,995	3,645 3,445 2,846 2,714 2,363 2,122 1,869 1,810 1,646 1,406	56.5 56.8 52.9 52.0 45.7 44.8 43.5 45.6 47.0	2,841 2,596 2,432 2,180 1,899 1,735 1,642 1,562 1,332 1,126	1,697 1,615 1,280 1,141 923 820 746 661 569 498	59.7 62.2 52.6 52.3 48.6 47.3 45.4 42.3 42.7 43.8	1,219 1,185 1,087 989 925 896 877 833 715 575	675 655 572 541 488 415 387 374 369 313	55.4 55.3 52.6 54.7 52.8 46.3 44.1 51.5 54.5	2,388 2,279 1,885 1,868 1,717 2,013 1,656 1,770 1,561 1,294	1,273 1,175 994 1,032 952 887 736 775 708 600	53.3 51.6 52.7 55.4 43.6 44.4 43.8 45.4
1950	2,625 2,332 2,019 1,657 1,250	1,069 901 802 673 582	40.7 38.7 39.7 40.6 46.6	931 879 744 636 500	396 343 286 235 189	42.5 39.0 38.4 36.9 37.7	482 453 366 289 193	231 205 171 138 107	47.9 45.3 46.9 37.9 55.1	1,212 999 910 732 557	442 353 345 300 287	36.5 41.0 37.9 41.0 51.5

^{*} Denotes first year for which figures include Alaska and Hawaii. ¹ For 1970, includes adjusting expenses.

[In percent. Excludes Alaska and Hawaii]

	Familie	s owning aut	omobiles				Method	of financing	ourchases			
				All	passenger ca	ırs 1	Ner	w passenger o	ars 1	Use	d passenger o	ars 1
Years	Total	Owning 1 automobile	Owning 2 or more automobiles	Total	Full cash ²	Installment credit and other borrowing	Total	Full cash ²	Installment credit and other borrowing	Total	Full cash ²	Installment credit and other borrowing.
	175	176	177	178	179	180	181	182	183	184	185	186
1970	82 79 79 78 79 79 78 80 74 76	54 52 53 53 54 55 55 55 57 57	28 27 26 25 25 24 22 22 17 18	100 100 100 100 100 100 100 100 100	47 42 48 48 47 45 44 44	53 53 58 52 52 52 53 55 56 56	100 100 100 100 100 100 100 100 100 100	34 34 31 38 37 40 40 38 38	66 66 69 62 63 60 60 62 62 62	100 100 100 100 100 100 100 100 100	52 51 50 53 52 53 51 49 48 52	48 49 50 47 48 47 49 51 50 48
1960	77 74 70 75 72 70 66 61 60 60	62 59 60 62 61 60 58 55 56	15 15 10 13 9 10 8 5 4	100 100 100 100 100 100 100 100 100	38 43 38 36 38 37 38 38 44	62 61 56 60 61 60 61 63 55	100 100 100 100 100 100 100 100 100	33 36 36 34 39 38 40 41 52	67 66 63 63 63 60 61 59 57 47	100 100 100 100 100 100 100 100 100	41 415 39 38 37 36 37 33 39	59 57 54 58 60 61 62 65 60
1950 1949 1948 1947	59 56 54	52 348	7 23	100 100 100 100	47 50 59 65	52 49 39 35	100 100 100 100	54 56 66 71	46 43 33 29	100 100 100 100	41 47 55 63	57 52 42 37

¹ Refers to purchases during preceding year. Includes cars received as gifts, whether cash or credit purchased. Detail in purchases excludes buyers for whom method of financing was not ascertained.

² Covers real property against damage by autos.
³ Covers auto fire, theft, collision, and comprehensive.

Series Q 175-186. Percent Distribution of Automobile Ownership, and Financing: 1947 to 1970

Includes trade-in allowance.
 Based on spending units (persons living in the same dwelling and related by blood, marriage, or adoption) who pooled their income for major items of expense.

Series Q 187-198. Speed of Motor Vehicles on Highways: 1945 to 1970

[Excludes Alaska and Hawaii. Based on actual speed of each vehicle recorded on tangent sections of main rural highways during off-peak hours]

	Vehicles		Average spe	ed (m.p.h.)				Percent o	f vehicles exc	eeding		
Year	recorded (1,000)	All vehicles	Passenger cars	Trucks	Buses	40 m.p.h.	45 m.p.h.	50 m.p.h.	55 m.p.h.	60 m.p.h.	65 m.p.h.	70 m.p.h.
	187	188	189	190	191	192	193	194	195	196	197	198
1970. 1969. 1968. 1967. 1966. 1965. 1964. 1964. 1962. 1961.	488 388 480 478 519 552 569 539 602 574	59.2 60.0 59.0 58.0 57.3 56.4 55.9 55.8 53.8	60.6 61.3 60.4 59.5 58.8 57.8 57.2 57.1 55.1	54.7 54.9 54.0 53.1 52.6 51.8 51.3 49.4	58.8 59.4 60.5 59.4 58.4 57.8 57.8 58.1 56.0	97 98 97 96 96 95 95 95 95	93 93 92 91 89 88 87 88 84	83 82 81 79 76 73 71 72 64 60	68 67 66 64 59 56 53 52 43 38 37	47 46 45 44 40 34 32 29 21 18	27 27 26 24	12 13 12 12 12
1960. 1959. 1958. 1957. 1956. 1955. 1954. 1953. 1952. 1952.	459 396 515 344 381 395 236 241 341 273	52.6 52.0 51.7 51.4 50.5 50.5 49.7 49.7 49.5 48.9	53.8 53.3 52.8 52.6 51.8 52.0 51.1 51.1 50.8 50.1	48.2 47.3 47.3 47.0 46.2 45.6 45.4 45.0 44.4	55.5 53.5 53.6 52.3 52.3 51.5 51.5 51.2	92 90 90 87 87 86 85 84 82	80 77 77 75 72 72 69 69 68 63	58 56 55 52 49 50 46 47 45 42	36 33 33 30 29 26 27 26 24	16 15 15 14 14 12 13 12		
1950	280 223 164 132 158 96	47.6 47.6 47.7 46.9 45.2 44.0	48.7 48.7 48.8 48.1 46.1 45.0	43.0 43.5 43.1 42.5 40.2 39.8	49.8 50.3 50.0 48.4 47.8 45.5	77 78 77 75 68 64	58 60 59 56 48 4 2	37 38 36 34 29 24	20 21 20 18 15	8 9 9 8 7 5		

¹ August 15 to December 31.

Series Q 199-207. Miles of Travel by Motor Vehicles: 1921 to 1970 [In million vehicle-miles]

	All	motor vehic	eles	Passenger	vehicles 1	Truck combin		A verag	ge miles ehicle		All	motor vehic	eles
Year	Total travel	Urban travel	Rural travel	.Urban travel	Rural travel	Urban travel	Rural travel	Passenger vehicles ¹	Trucks and combinations	Year	Total travel	Urban travel	Rural travel
	199	200	201	202	203	204	205	206	207	_	199	200	201
1970 1969 1968 1967 1967 1966 1965 1964 1963 1963	1,070,575 1,015,649 961,553 930,497 887,640 846,500 805,423	577,373 544,547 513,289 485,493 469,777 423,853 405,086 385,422 368,089 339,633	543,332 526,028 502,360 476,060 460,720 463,787 441,414 420,001 398,763 397,902	496,767 468,275 440,936 417,209 402,573 358,796 342,755 327,079 318,987 294,191	409,268 395,620 378,062 361,888 354,019 355,188 339,474 322,775 314,626 314,762	80,606 76,272 72,353 68,284 67,204 65,057 62,331 58,343 49,152 45,442	134,064 130,408 124,298 114,172 106,701 108,599 101,940 97,226 84,137 83,140	9,420 9,407 9,278 9,311 9,265 9,467	11,565 11,571 11,268 11,207 11,737 11,723 11,644 10,406	1934 1933 1932 1931 1930 1929	228,568 215,563 200,642 200,517 216,151 206,320 197,720 172,856 158,453 140,735	118,327 112,513 105,578 106,366 115,580 111,202 107,409	100,571 95,118 90,311
1960 1950* 1958 1958 1956 1956 1955 1954 1953 1952	718,845 700,478 664,653 647,004 631,161 605,646 561,963 544,433 513,581 491,093	331,585 323,790 307,669 296,699 287,200 275,105 247,551 236,058 224,118 222,671	387,260 376,688 357,584 350,305 343,961 330,541 314,412 308,375 289,463 268,422	246,961 235,384 210,671 199,754	305,538 297,393 283,454 277,235 271,955 261,445 246,738 240,746 224,534 207,579	44,687 43,859 41,340 40,136 40,239 39,721 36,880 36,304 34,131 34,001	81,722 79,295 74,130 73,070 72,006 69,096 67,679 68,329 64,929 60,843	9,400 9,354 9,417 9,442	10,552 10,348 10,328 10,813 10,697 10,883 10,927 10,940	1924 1923 1922 1921	104,838 84 995		
1950	458,246 424,461 397,957 370,894 340,880 250,173 212,713 208,192 268,224 333,612	218,248 205,364 199,082 184,088 170,049 130,161 110,750 108,990 138,235 163,591	239,998 219,097 198,875 186,806 170,831 120,012 101,963 99,202 129,989 170,021	158,770	183,218 171,044 153,617 145,921 136,153 92,831 77,264 74,592 102,780 135,558	33,772 29,678 28,751 25,318 21,552 18,760 17,071 17,048 18,582 20,490	56,780 48,053 45,258 40,885 34,678 27,181 24,699 24,610 27,209 34,463	9,468 9,648 9,814 10,033 7,870 6,646 6,366 7,910	9,915 10,030 9,955 9,630 9,270 8,998 9,034 9,616				
1940 1939 1938 1937 1936	302,188 285,402 271,177 270,110 252,128	149,993 142,253 136,264 138,072 129,450	152,195 143,149 134,913 132,038 122,678	130,269 122,805 117,537 118,216 110,419	121,988 115,378 109,145 107,743 100,602	19,724 19,448 18,727 19,856 19,031	30,207 27,771 25,768 24,295 22,076	9,129 9,025 8,923 8,819	10,626 10,504 10,383				

^{*} Denotes first year for which figures include Alaska and Hawaii.

¹ Passenger cars, buses, and taxicabs.

HIGHWAY TRANSPORTATION

Series Q 208-223. Motor Vehicle Deaths and Death Rates, by Age: 1913 to 1970 [Rates are deaths per 100,000 population]

	All	ages	Under	5 years	5-14	years	15-24	years	25-44	years	45-64	years	65-74	years	75 years a	ınd over 2
Year or period	Number	Rate 1	Number	Rate	Number	Rate	Number	Rate	Number	Rate	Number	Rate	Number	Rate	Number	Rate
or period	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223
1970	54,633 55,791 55,200 52,924 53,041	25.3 27.6 28.8 27.8 28.3	1,915 2,077 2,100 2,067 2,182	11.2 11.6 11.0 10.7 11.0	4,159 4,045 4,200 3,845 3,869	10.2 9.8 10.2 9.4 9.6	16,720 17,443 16,600 15,646 15,298	46.7 49.8 51.6 49.2 48.8	13,446 13,868 13,600 12,987 13,282	27.9 28.9 28.5 27.6 28.6	11,099 11,012 11,300 10,902 11,051	26.5 26.6 27.8 26.9 27.9	4,084 4,210 4,100 4,285 4,217	32.7 35.2 34.5 36.5 36.4	3,210 3,136 3,300 3,192 3,142	42.2. 41.5 46.7 45.7 45.6
1965 1964 1963 1962 1961	49,163 47,700 43,564 40,804 38,091	26.5 26.1 24.3 23.1 22.0	2,059 2,120 1,991 1,903 1,891	10.1 10.2 9.6 9.2 9.2	3,526 3,430 3,063 3,028 2,802	8.9 8.8 8.0 8.1 7.6	13,395 12,400 11,123 10,157 9,088	44.2 42.7 40.1 38.4 36.5	12,595 12,500 11,356 10,701 10,212	27.1 26.8 24.4 22.9 21.8	10,509 10,200 9,506 8,812 8,267	27.0 26.6 25.1 23.6 22.5	4,077 4,150 3,786 3,696 3,467	35.5 36.4 33.4 32.8 31.0	3,002 2,900 2,739 2,507 2,364	45.0 44.9 43.9 41.5 40.5
1960 1959 1958 1957 1956	38,137 37,910 36,981 38,702 39,628	22.4 22.7 22.5 24.1 25.1	1,953 1,842 1,791 1,785 1,770	9.6 9.2 9.1 9.2 9.4	2,814 2,719 2,710 2,604 2,640	7.9 7.9 8.1 8.0 8.4	9,117 8,969 8,388 8,667 9,169	37.7 38.2 37.0 39.7 42.9	10,189 10,358 10,414 11,230 11,551	21.8 22.2 22.2 23.9 24.6	8,294 8,263 7,922 8,545 8,573	22.9 23.2 22.6 24.8 25.3	3,457 3,487 3,535 3,560 3,657	31.3 32.3 33.5 34.4 36.2	2,313 2,272 2,221 2,311 2,268	41.1 41.8 42.3 45.5 46.4
1955 1954 1953 1952 1951	38,426	24.6 23.0 24.9 25.0 24.6	1,875 1,864 2,019 1,951 1,875	10.2 10.4 11.5 11.3 10.9	2,406 2,332 2,368 2,295 2,300	8.0 8.1 8.5 8.7 9.2	8,656 7,571 8,169 8,115 7,713	40.9 36.2 39.1 38.6 36.0	11,448 10,502 11,302 11,380 11,253	24.5 22.6 24.5 24.7 24.7	8,372 7,848 8,318 8,463 8,276	25.2 24.0 25.8 26.7 26.5	3,455 3,247 3,508 3,472 3,444	35.1 33.9 37.7 38.5 39.5	2,214 2,203 2,271 2,118 2,135	47.1 49.0 52.6 50.8 53.0
1950	34,763 31,701 32,259 32,697 33,411	23.3 21.5 22.3 23.0 24.0	1,767 1,667 1,635 1,502 1,568	10.8 10.7 11.0 10.5 11.9	2,152 2,158 2,337 2,275 2,508	8.8 9.0 9.8 9.7 10.8	7,600 6,772 7,218 7,251 7,445	34.5 30.7 32.5 32.8 34.4	10,214 8,892 8,702 8,775 8,955	22.5 19.9 19.8 20.3 21.1	7,728 7,073 7,190 7,468 7,532	25.1 23.4 24.3 25.7 26.4	3,264 3,116 3,173	38.8 37.8 39.6	2,038 2,023 2,001 5,426 5,403	52.4 53.9 55.4 48.2 49.6
1945	28,076 24,282 23,823	21.4 18.3 17.7 25.5 29.3	1,290 1,203 1,132 1,187 1,273	10.0 9.6 9.4 11.1 12.4	2,386 2,093 1,959 2,453 3,054	10.3 9.1 8.6 10.8 12.7	5,358 4,561 4,522 6,705 6,790	27.8 22.6 20.6 28.5 29.3	7,578 6,514 6,454 9,173 10,224	19.7 16.7 16.1 23.1 26.9	6,794 5,982 5,996 8,594 9,521	24.2 21.6 22.0 32.8 39.8			4,670 3,929 3,760 5,437 5,451	44.1 38.2 37.6 59.8 69.8
1928-1932 avg 1923-1927 avg 1918-1922 avg 1913-1917 avg	30,900 21,700 12,500 6,700	26.4 19.6 12.3 7.0	1,500 1,300 950 450	12.8 11.1 8.3 3.8	3,600 3,800 3,100 1,600	14.5 15.8 14.1 7.7	5,600 3,500 1,650 950	25.1 16.8 8.8 5.1	8,200 5,400 2,900 1,700	22.6 15.9 9.4 5.9	7,500 4,800 2,500 1,400	35.0 24.7 14.5 8.9			4,500 2,900 1,400 600	67.5 48.6 27.9 13.4

 $^{^{\}rm I}$ Based on populations standardized for age (base 1940) to remove influence of changes in age distribution that occurred between 1918 and 1969.

Series Q 224-232. Motor-Vehicle Accidents—Number and Deaths, by Type of Accident: 1913 to 1970

	Total			Traffic deaths 1			Т	raffic death rates	
	motor- vehicle accidents		Non-	(Collision accidents		Per	Per 10,000	Per 100 million
Year	(1,000)	Total	collision accidents	With other motor vehicles	With pedestrians	With fixed objects	100,000 population	motor vehicles	vehicle miles
-	224	225	226	227	228	229	230	231	232
1970 1969 1968 1967 1966	16,000 15,500 14,600 13,700 13,600	54,633 55,791 54,862 52,924 53,041	² 15,400 15,700 17,400 16,700 16,300	23,200 23,700 22,400 22,000 22,200	9,900 10,100 9,900 9,400 9,400	23,800 3,900 2,700 2,350 2,500	26.8 27.7 27.5 26.8 27.1	4.9 5.2 5.3 5.4 5.5	4.9 5.2 5.4 5.5
1965 1964 1963 1962 1961	13,200 12,300 11,500 11,000 10,400	49,163 47,700 43,564 40,804 38,091	14,900 14,600 13,800 12,900 12,200	20,800 19,600 17,600 16,400 14,700	8,900 9,000 8,200 7,900 7,650	2,200 2,100 1,900 1,750 1,700	25.4 25.0 23.1 22.0 20.8	5.4 5.5 5.2 5.1 5.0	5.5 5.4 5.2 5.2
1960 1959 1958 1957	10,400 10,200 10,000 10,200 10,300	38,137 37,910 36,981 38,702 39,628	11,900 11,800 11,600 11,800 13,000	14,800 14,900 14,200 15,400 15,200	7,850 7,850 7,650 7,850 7,900	1,700 1,600 1,650 1,700 1,600	21.2 21.5 21.3 22.7 23.7	5.1 5.3 5.4 5.7 6.1	5.8 5.6 6.6 6.3
1955 1954 1953 1952 1951	9,900 9,550 9,900 9,500 9,400	38,426 35,586 37,955 37,794 36,996	12,100 11,500 12,200 11,900 11,200	14,500 12,800 13,400 13,500 18,100	8,200 8,000 8,750 8,900 9,150	1,600 1,500 1,500 1,450 1,400	23.4 22.1 24.0 24.3 24.1	6.1 6.1 6.7 7.1 7.1	6.8 7.0 7.4 7.8

² Includes "age unknown." In 1967, those deaths numbered about 23.

Series Q 224-232. Motor-Vehicle Accidents—Number and Deaths, by Type of Accident: 1913 to 1970—Con.

				Traffic deaths ¹			7	Fraffic death rates	1
	Total motor- vehicle accidents		Non-	(Collision accidents		Per	Per 10,000	Per 100 million
Year	(1,000)	Total	collision accidents	With other motor vehicles	With pedestrians	With fixed objects 2	100,000 population	motor vehicles	vehicle miles
	224	225	226	227	228	229	230	231	232
950 949 948 947 946	8,300 7,600 8,200 8,400 6,150	34,763 31,701 32,259 32,697 33,411	10,600 9,100 8,950 8,800 8,900	11,650 10,500 10,200 9,900 9,400	9,000 8,800 9,950 10,450 11,600	1,300 1,100 1,000 1,000 950	23.0 21.3 22.1 22.8 23.9	7.1 7.1 7.9 8.6 9.7	7.6 7.8 8.1 8.8 9.8
945 944 943 942 941	5,500 4,800 4,400 5,200 7,000	28,076 24,282 23,823 28,309 39,969	6,600 5,600 5,690 6,740 9,450	7,150 5,700 5,300 7,300 12,500	11,000 9,900 9,900 10,650 13,550	800 700 700 850 1,850	21.2 18.3 17.8 21.1 30.0	9.1 8.0 7.7 8.6 11.5	11.5 11.4 10.6 12.6
940939938937936	5,700 5,800	34,501 32,386 32,582 39,643 38,089	7,800 7,900 7,350 9,690 9,410	10,100 8,700 8,900 10,320 9,500	12,700 12,400 12,850 15,500 15,250	1,100 1,000 940 1,160 1,060	26.1 24.7 25.1 30.8 29.7	10.6 10.4 10.9 13.2 13.4	11. 11. 12. 14.
1935 1934 1933 1932		36,369 36,101 31,363 29,500 33,700	9,720 9,820 8,680 7,000 7,850	8,750 8,110 6,470 6,070 6,820	14,350 14,480 12,840 11,490 13,370	1,010 1,040 900 800 870	28.6 28.6 25.0 23.6 27.2	13.7 14.3 13.0 12.2 13.0	15. 16. 15. 16. 17.
1930 1929 1928 1927		32,900 31,200 28,000 25,800 23,400	8,730 8,430 7,360 7,280	5,880 5,400 4,310 3,430	12,900 12,250 11,420 10,820	720 620 540 500	26.7 25.7 23.4 21.8 20.1	12.4 11.8 11.4 11.2 10.6	17. 17. 17. 17. 18.
1925 1924 1923		21,900 19,400 18,400 15,300 13,900					16.5	11.0 11.0 12.2	17.
1919 1918 1917		12,500 11,200 10,700 10,200 8,200							
1914		6,600 4,700 4,200							

¹ Totals may not quite equal sums of various types because totals for most types are estimated, and these have been rounded.

Series Q 233-234. State and Federal Gasoline Tax Rates: 1930 to 1970

[In cents per gallon. When 2 figures appear in a cell, the first is tax in effect at beginning of year, the other is tax at end of year]

Year	State average	Federal tax ¹	Year	State average	Federal tax 1	Year	State average	Federal tax 1
	233	234		233	234		233	234
1970 1969 1968 1967 1966 1965 1964 1963 1962 1961	7.01 6.84 6.62 6.45 6.42 6.41 6.31 6.22 6.18 6.09	4 4 4 4 4 4 4 4	1955 1954 1953 1952 1951 1950 1949 1948 1947 1946 1945	5.35 5.19 5.10 4.83 4.74 4.65 4.52 4.35 4.16	2 2 2 2 1.5-2 1.5 1.5 1.5 1.5 1.5	1940 1939 1988 1987 1986 1985 1934 1933 1933 1932 1931	3.96 3.96 3.91 3.85 3.80 3.66 3.65 3.60 3.48	1-1.: 1-1.: 0-
59* 58 57 56	5.86 5.65 5.58 5.54	3-4 3 3 2-3	1944 1943 1942 1941	4.06 4.05 3.99 3.99	1.5 1.5 1.5 1.5			

^{*} Denotes first year for which figures include Alaska and Hawaii.

¹ The 4-cent gasoline tax applies to all gallonage imported or produced. Effective July 1, 1955, the entire tax became refundable for fuel used for farming; thereafter,

the additional two cents (one cent levied July 1, 1956, and one cent levied Oct. 1, 1959) became refundable for nonhighway uses, and for use by local transit systems.

 $^{^2\,\}mathrm{Data}$ based on improved reporting procedure; therefore, not entirely comparable with other years.

Series Q 235–250. Public Transit Mileage, Equipment, Passengers, and Passenger Revenue: 1917 to 1970

	Mile	eage (Dec.	31)	Equipme	nt owned	(Dec. 31)	Revenue	and nonr (milli		assengers	Revenue passen-	ger	Em-	Em- ployee	Passenger railway (rs carried, millions)
Year	Railway track	Trolley coach	Motor bus	Railway cars	Trolley coaches	Motor buses	Total	Railway	Trolley coach	Motor bus	gers (mil.)	revenue (mil. dol.)	ployees (1,000)	payroll (mil. dol.)	Surface	Subway and elevated
	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250
1970	2,081 2,045 2,049	563 563 616 616 676	112,700 117,300 121,000 123,600 122,100	10,745	1,050 1,082 1,185 1,244 1,326	49,700 49,600 50,000 50,180 50,130	7,332 7,803 8,019 8,172 8,083	2,116 2,229 2,181 2,201 2,035	182 199 228 248 284	5,034 5,375 5,610 5,723 5,764	6.491	1,639.1 1,554.7 1,470.2 1,457.4 1,385.4	141 144		249 253 263	1,928
1965	2,173 2,173 2,236 2,557 2,601	766 986 1,119 1,849 2,017	120,900 118,300 117,400 114,300 111,500	10,614 10,634 11,084	1,458 1,865 2,155 3,161 3,593	49,600 49,200 49,400 48,800 49,000	8,400 8,695	2,134 2,166 2,165 2,283 2,289	305 349 413 547 601	5,814 5,813 5,822 5,865 5,993	6,915 7,122	1.330.2	145 145 147 149 152	892 878	289 329 284	1,877 1,836 1,704
1960	5,019 5,746	2,196 2,491 2,723 3,007 3,293	108,700 106,300 104,500 102,400 100,700	11,983	3,826 4,297 4,848 5,412 5,748	49,600 49,500 50,100 50,800 51,400	9,557 9,732 10,389	2,349 2,387	657 749 843 993 1,142	6,425 6,459 6,502 6,874 7,043	7,521 7,650 7,778 8,338 8,756	1,334.9 1,308.0 1,282.2 1,319.8 1,351.1	159 165 177	831	521 572 679	1,828 1,815 1,843
1955 1954 1958 1952 1951	6,197 6,765 7,352 8,532 9,457	3,428 3,630 3,663 3,736 3,678	99,800 99,000 100,000 99,600 99,700	15,600 17,234	6,157 6,598 6,941 7,180 7,071	52,400 54,000 54,700 55,980 57,660	13,902 15,119	4.501	1,202 1,367 1,566 1,640 1,633	7,250 7,624 8,260 8,878 9,202	9,189 9,858 11,036 12,022 12,281	1,358.9 1,410.0 1,448.6 1,438.1 1,411.6	911	864 895 913 903 872	1,489 2,036	1,912 2,040 2,124
1950 1949 1948 1947 1946	1 11 021	3,513 3,337 2,905 2,699 2,354	98,000 96,400 96,500 95,300 91,100	24,728 26,280 30,158	6,504 6,366 5,687 4,707 3,916	56,820 57,035 58,540 56,917 52,450	21,368 22,540	7,185 9,112	1,658 1,661 1,528 1,356 1,311	9,420 10,162 10,728 10,332 10,199	15,251 17,312	1,386.8 1,419.7 1,416.8 1,324.2 1,331.5	253	835 841 829 790 713	4,839 6,506 8,096	2,606 2,756
1945 1944 1943 1942 1941	18 082	2,313 2,245 2,248 2,273 2,041	90,400 87,700 87,000 85,500 82,100	36,377 37,199 37,505 37,508 37,670	3,711 3,561 3,501 3,385 3,029	49,670 48,400 47,100 46,000 39,300	22,000 18,000	12,124 12,137 11,806 9,856 8,502	1,244 1,234 1,175 899 652	9,886 9,646 9,019 7,245 4,931	18,735 17,918	1,313.7 1,296.9 1,235.6 979.1 758.8	242 2.9 219	632 599 554 462 386	9,150 7,290	2,621 2,656 2,566
1940 1939 1938 1937 1936	19,602 20,600 21,800 23,770 25,300	1,398 1,166	78,000 74,300 70,400 67,000 62,200	40,372 42,605	2,802 2,184 2,032 1,655 1,136	35,000 32,600 28,500 27,500 23,900	13,098 12,837 12,645 13,246 13,146	8,325 8,539 8,781 9,468 9,824	534 445 389 289 143	4,239 3,853 3,475 3,489 3,179	9,985 10,436	701.5 681.5 662.9 689.7 685.5	202 202 209	360 352 344 848 328	6,171 6,545 7,161 7,501	2,307 2,323
1935		548 423	58,100 54,700	50,466 54,118 58,124	578 441 310	23,800 18,700 17,200	12,226 12,038 11,327 12,025 13,924	9,512 9,600 9,207 9,852 11,583	96 68 45 37 28	2,075 2,136 2,313			204 201	311 303 287	7,074	
1930							15,567 16,985 16,989 17,201 17,234	14,901 15,225	16 5 3	2,479 2,622 2,468 2,300 2,009						
1925 1924 1923 1922							16,651 16,301 16,311 15,785	15,167 15,312 15,650 15,331 14,574		1,484 989 661 404						
1920 1919 1918 1917								15,541 14,916 14,243 14,507								

 $[\]boldsymbol{\ast}$ Denotes first year for which figures include Alaska and Hawaii.

${\tt TRANSPORTATION}$

Series Q 251-263. Oil Pipelines Operated and Oil Originated: 1921 to 1970

	Miles	Oil orig	inated	Oil deli	vered out of	system		Investment	G	C	Patainad	Conital	Net
Year	of line operated	Crude	Refined	Total	To con- necting carriers	Terminated	Companies reporting	in carrier property	Current assets	Current liabilities	Retained income	Capital- ization	income
	251	252	253	254	255	256	257	258	259	260	261	262	263
		Mil. bbl.	Number	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.				
1970 1969 1968 1967	175,735 170,824 169,307 165,478 163,155	3,568 3,405 3,203 3,017 2,826	2,449 2,316 2,203 2,035 1,774	8,147 7,745 7,269 6,800 6,238	2,320 2,243 2,048 1,890 1,770	5,827 5,499 5,221 4,910 4,468	101 99 97 90 87	5,786 5,379 5,139 4,745 4,433	628 644 562 519 572	480 441 431 354 333	1,124 1,037 950 873 858	2,518 2,267 2,130 1,943 1,790	312 273 262 1 261 236
1965 1964 1963 1962 1961	161,412 159,583 156,812 155,053 153,737	2,618 2,567 2,467 2,379 2,336	1,629 1,381 1,182 1,078 966	5,864 5,565 5,322 5,109 4,923	1,757 1,684 1,648 1,624 1,646	4,107 3,881 3,673 3,485 3,277	89 90 94 92 89	4,178 4,040 3,915 3,518 3,407	555 530 535 432 432	301 293 254 184 190	835 812 843 798 769	1,635 1,620 1,685 1,383 1,397	218 210 201 204 181
1960* 1959 1958 1957 1956	151,968 149,159 144,354 145,236 142,686	2,239 2,182 2,018 2,183 2,195	909 849 757 668 663	4,783 4,659 4,317 4,472 4,458	1,639 1,624 1,509 1,590 1,613	3,144 3,035 2,807 2,883 2,845	87 85 82 82 83	3,300 3,197 2,949 2,843 2,716	393 384 347 364 368	187 175 154 161 217	701 673 633 600 467	1,439 1,385 1,383 1,357 1,304	169 183 162 159 178
1955		2,038 1,829 1,861 1,810 1,774	586 502 435 385 345	4,039 3,705 3,627 3,359 3,201	1,444 1,355 1,279 1,198 1,126	2,595 2,349 2,349 2,161 2,075	84 81 78 75 76	2,586 2,501 2,312 2,064 1,822	353 316 301 323 233	185 155 173 182 166	432 403 372 328 279	1,282 1,266 1,177 1,024 759	153 124 109 97 82
1950		1,525 1,415 1,586 1,431 1,319	297 241 227 187 154	2,740 2,448 2,697 2,474 2,260	937 792 880 851 766	1,803 1,656 1,817 1,623 1,494	76 73 73 71 70	1,656 1,498 1,381 1,225 1,106	192 175 168 127 104	126 97 110 105 83	219 202 180 148 129	660 549 439 339 298	81 58 57 53 56
1945	113,351	1,292 1,277 1,123 981 971	150 147 144 92 82	2,365 2,389 2,077 1,764 1,642	964 1,043 866 692 563	1,401 1,847 1,211 1,072 1,079	74 75 74 69 71	1,043 1,001 965 919 885	115 104 108 81 56	78 91 82 75 91	120 93 71 62 30	301 283 297 301 293	66 66 61 57 79
1940 1939 1938 1937 1936	100,156 98,681 95,938	886 803 793 885 755	72 70 65 63 52	1,407	451	956 907 868 910 788	66 63 59 58 52	842 830 808 803 774	47 32 35 44 42	52 48 45 51 43	51 40 40 42 38	295 310 295 323 309	80 81 93 103 92
1935 1934 1933 1932 1931	92,037 93,070	723 557 538 508 489	44 35 29 25 16			709	53 51 48 46 49	763 758 766 764 845	47 72 66 77 132	40 11 20 21 37	59 101 92 89 171	346 348 360 368 474	78 84 106 112 121
1930 1929 1928 1927 1926	88,728 85,796 81,676 76,070 72,846				H		40 37	773 741 659 609 539	133 129 130 125 93	36 25 30 27 22	167 186 186 150 130	458 428 388 388 342	124 142 117 93 80
1925 1924 1928 1922 1921	70,009 68,185 64,760 57,349						35 36 34 36 33	511 496 432 382 365	88 159 144 130 127	13 54 77 36 61	102 107 78 152 148	346 496 497 472 337	88 72 63 59 34

 $[\]ast$ Denotes first year for which figures include Alaska and Hawaii. 1 After extraordinary and prior period items.

Rail Transportation (Series Q 264-412)

Q 264-412. General note.

The principal sources of these series are various issues of two annual publications of the Interstate Commerce Commission: For 1954–1970, Transport Statistics in the United States, part 1; and for all years prior to 1954, Statistics of Railways in the United States.

No attempt has been made to adjust the figures for the effect of changes in methods of accounting and reporting; hence, the data for the various years are often only approximately comparable.

Although railroads regulated by the ICC are still described legally as "steam railways," most train and switching operations, since 1957, are performed by diesel locomotives, and some divisions of the railways included are electrified. The Commission has also regulated a small and diminishing number of railways of the interurban electric type which are not included in the figures shown here.

Railway operating companies are those whose officers direct the actual transportation service and whose books contain operating as well as financial accounts. Lessor companies maintain a separate legal existence, but their properties are operated by the lessees. Proprietary companies are also nonoperating companies. Their outstanding capitalization is owned by other railway companies. The term "circular" refers to roads (operating or nonoperating) for which brief circulars showing date of incorporation, mileage, and a few other facts were filed with the Interstate Commerce Commission. They include intrastate roads and roads under construction. The term "unofficial" is used to indicate roads for which official returns were not received by the ICC—the figures having been taken from the returns by roads in prior years, and items contained in railway and engineering periodicals and newspapers, corrected in accordance with the best information available.

Switching and terminal companies are those operating separately for joint account or for revenue. Services such as those of switching and terminal companies are mostly performed directly by the line-haul carriers as an ordinary part of their business. Line haul denotes train movements between terminals and stations on main and branch lines of the road, exclusive of switching.

Beginning in 1911, the ICC classified operating companies on the basis of operating revenues. Those of class I had annual revenues above \$1,000,000; class II, above \$100,000; and class III, below \$100,000. Beginning in 1956, the minimum for class I was raised to \$3,000,000 and the other two classes were consolidated. Effective January 1965, the classification was changed to the following: Class I, \$5,000,000 or more; and class II, under \$5,000,000. If the revenues of a company fall below the limit, the company is not reclassified until the decline appears to be permanent. The relative importance of class I railroads has increased since 1911 because of the growth of traffic and the absorption of small roads in larger systems. The ratio of operating revenues of class I line-haul companies to the total revenues of classes I, II, and III was 96.48 percent in 1911, 97.45 in 1916, 98.07 in 1926, 98.76 in 1941, 99.06 in 1945, and 98.21 in 1969.

A collection of definitions of words or phrases frequently used in discussions of railway statistics has been issued by the ICC, entitled Railway Statistical Terms, Statement No. 4119, June 1941. For financial terms, see ICC, Uniform System of Accounts for Steam Railroads.

Statistics of mileage in existence and stocks of equipment, and balance sheet items, pertain to the end of the year indicated.

There are no class I railroads in Alaska or Hawaii.

Q 264-273. Electric railways-summary, 1890-1937.

Source: U.S. Bureau of the Census, Census of Electrical Industries, Report on Street Railways and Trolley-Bus and Motorbus Operations. The census of street railways, which was first taken in 1890, and which was taken at quinquennial intervals from 1902 through 1937, covers all street railways, without regard to kind of motive power, and all interurban railways using other than steam as motive power. The nonelectric railroads included are those operated principally by cable and gasoline engines. Operations of electrified divisions of steam-railway companies are not included. Figures in these series do not include data for motorbus and trolley-bus operations of electric street railways. For motorbus and trolley-bus statistics from census reports, see source.

Q 274-282. Railroad passenger and freight service, 1865-1890.

Source: U.S. Interstate Commerce Commission, Railway Statistics Before 1890, Statement No. 32151 (mimeographed), 1932.

Before 1890, the principal source of continuous information on railroads is the annual *Poor's Manual of Railroads*. The figures in the *Manual* were revised in successive issues. The Interstate Commerce Commission consulted the issues from 1869 to 1900 and evidently took account of the revisions. Earnings and traffic figures are understatements of actual level; mileage covered is shown in the table below. Similar but not identical figures, with the degree of coverage similarly indicated in terms of mileage, appear in Bureau of the Census, *Report on Transportation Business in the United States at the Eleventh Census*, 1890, part I.

Table I. Miles of Road Operated by Railroads

Year	Roads reporting earnings ¹	Roads reporting earnings and traffic statistics	Year	Roads reporting earnings ¹
1890	158,037 153,945 145,387 137,028 125,185	157,976 153,689 145,341 136,986 125,146	1879	79,009 78,960 74,112 73,508
1885 1884 1883 1882 1881	123,320 115,704 110,414 104,971 92,971 82,146	122,110 113,172 106,938 95,752	1874	69,273 66,237 57,323 44,614 8,836

¹ Includes elevated railways.

All figures are based on reports of individual railroads for fiscal years ending in the calendar year indicated. The period of time covered is, therefore, not the same for all carriers included. Balance sheet data pertain to the ends of such fiscal years.

Data for 1890 shown in these series do not agree with 1890 data shown for series Q 284-312 because of different sources.

Q 283. Freight service, ton-miles carried, 13 railroads, 1865-1885.

Source: H. V. and H. W. Poor, Manual of Railroads, New York City, 1888, p. XXVIII (reprinted with permission, Standard & Poor Corporation).

The roads represented are 7 eastern roads (Pennsylvania; Pittsburgh, Fort Wayne, and Chicago; New York Central; Lake Shore; Michigan Central; Boston and Albany; New York, Lake Erie and Western) and 6 western roads (Illinois Central; Chicago and Alton; Chicago and Rock Island; Chicago, Burlington and Quincy; Chicago and Northwestern; Chicago, Milwaukee, and St. Paul).

Q 284-312. Railroad mileage, equipment, and passenger traffic and revenue, 1890-1970.

Source: All series, except series Q 293-294, see general note for series Q 264-412. Series Q 293, 1913-1970, and series Q 294, 1911-1956, American Railway Car Institute, New York, Railroad Car Facts, annual issues (copyright); series Q 294, 1957-1970, U.S. Interstate Commerce Commission, Transport Statistics in the United States, part 1, annual issues.

- Q 285, mileage constructed. Miles on which operations were begun during the year. Figures exclude relocated road or road constructed to shorten distance without serving new territory.
- Q 286, mileage abandoned. Miles on which operation was permanently abandoned during the year, the cost of which was written out of the investment accounts or was scheduled to be written out at the end of the year.
- Q 289, track operated, first main track. Equivalent to miles of road operated. Figures exceed those for series Q 287, road owned, in most years because of two or more roads operating on same line under trackage agreements.
- Q 300, average tractive effort. Figures represent the force in pounds exerted by locomotives, measured at the rim of the driving wheels.
- Q 301-303, passenger-train cars. Includes coaches and parlor, sleeping, dining, club, lounge, observation, postal, baggage, express, and other cars, as well as cars serving a combination of purposes.
- Q 311, passenger revenue. Excludes revenue from services such as handling of excess baggage or mail; sleeping and parlor or chair car reservations; dining and buffet service on trains; station, train, and boat privileges; parcel rooms; storage of baggage; or other miscellaneous services and facilities connected with the transportation of passengers. Passenger revenue depends upon the established tariffs (the published schedules of rates and fares) and includes extra fares on limited trains, additional railway fares for the exclusive use of space, mileage and scrip coupons honored, or revenue from the transportation of corpses.
- $\bf Q$ 312, revenue per passenger mile. Represents figures for series $\bf Q$ 311 divided by those for series $\bf Q$ 307.

Q 313-314. Railroad revenue passenger-miles per car-mile and per train-mile, 1890-1970.

Source: U.S. Interstate Commerce Commission, 1890–1965, Revenue Traffic Statistics, December issues; 1966–1970, Transport Economics, June 1970, and unpublished data.

Figures for revenue passenger-miles per car-mile for 1908-1919, and for passenger-miles per train-mile for 1890-1932, were computed by the National Bureau of Economic Research from figures for passenger-miles, car-miles, and train-miles presented in Statistics of Railways in the United States.

Q 315. Passenger train-miles per train-hour, 1936-1970.

Source: U.S. Interstate Commerce Commission, 1936-1957, Passenger Train Performance, December issues; 1958-1968, Annual Report, 1968 and 1969; 1969 and 1970, Transport Economics, June 1970, and unpublished data.

The train-hour figures upon which these figures are based are reckoned from the time a train leaves its original terminal to the time it arrives at its final terminal. Time spent in stopping to take on and discharge traffic and other delays on the road is included.

Q 316-318. Railroad freight revenue ton-miles per loaded car-mile, train-mile, and mile of road, 1890-1970.

Source: See general note for series Q 264-412.

Q 319. Freight train-miles per train-hour, 1920-1970.

Source: U.S. Interstate Commerce Commission, 1920-1955, Freight Train Performance, December issues; 1956-1965, Annual Report, 1967 and 1969; 1966-1970, Transport Economics, June 1970, and unpublished data.

For explanation of train-hour figures, see text for series Q 315.

Q 320. Freight car-miles per car-day, 1921-1970.

Source: U.S. Interstate Commerce Commission. See general note for series Q 264-412; 1956-1962, Annual Report, various issues; 1963-1965, Transport Statistics in the United States, 1967; 1966-1970, Transport Economics, June 1970, and unpublished data.

Q 321-328. Railroad mileage and equipment, 1830-1890.

Source: See source for series Q 274-282.

Equipment data pertain to the ends of fiscal years. See also text for series Q 274-282.

Q 329. Miles of railroad built, 1830-1925.

Source: 1830-1879, U.S. Bureau of the Census, Tenth Census Reports, vol. IV, Report on the Agencies of Transportation in the United States, p. 289. 1893-1925, Railway Age, vol. 104, No. 1, Simmons-Boardman Publishing Corp., New York, January 1, 1938, p. 66 (copyright).

For a more detailed discussion of the problems of estimating miles of railroad built, see E. R. Wicker, "Railroad Investment Before the Civil War," and the "Comment" by George R. Taylor and by Charles J. Kennedy, in *Studies in Income and Wealth*, vol. 24, National Bureau of Economic Research, New York.

The Tenth Census report (pp. 289-293, 300-375) contains materials on history of construction which includes figures on mileage built and existent, by groups of States, for individual companies, annually from 1830 to 1880. Somewhat similar data appear in Bureau of the Census, Report on Transportation Business in the United States at the Eleventh Census: 1890, part 1, pp. 3-5, 54-107.

According to the Bureau of the Census, information was received from every railroad known to exist in 1880. The letter of instructions from the Superintendent of the Census to the railroads said: "In cases...in which the records have been lost, the officers of such companies and roads are requested to obtain...this information in the best form possible. The recollection of officers and employees long in the service of a road may be used...if more reliable data be not accessible."

The Railway Age obtained its figures at annual intervals from individual railroads and from State railroad commissions.

It is not clear just when a mile of road would be reported as built. Construction of some lines extended over several years. Each annual segment may have been reported when finished, or nothing may have been reported until the whole line was completed. The year of physical completion may have differed from the year in which traffic was first carried. In such cases, the mileage may have been assigned to either year.

The Census Bureau figures pertain only to miles in operation in the census year. The figures for any year are, therefore, understatements to the extent that mileage constructed in that year may have been abandoned by June 1, 1880 (the date of the 1880 Census).

The change from year to year in miles operated, series Q 321, or miles owned, series Q 322, is sometimes used as a measure of miles constructed. The annual change in miles operated, however, is also affected by acquisitions of trackage rights, as a result of which the same line may be counted in the operation of two or more railroads. The changes in miles operated and in miles owned are affected by abandonments during the year (regardless of when constructed).

Source: See general note for series Q 264-412.

Q 331-345. Railroad freight traffic and revenue, 1890-1970.

Source: See general note for series Q 264-412 except series Q 331, 332, and 338, 1964-1970, from U.S. Interstate Commerce Commission, Freight Commodity Statistics of Class I Railroads in the United States, annual issues.

Revenue-tons and ton-miles exclude the movement of a railroad company's materials and supplies on its own lines. A carload is a shipment of 10,000 pounds or more of one commodity from one shipper to one consignee.

Tons originated are tons identified as not having had previous line-haul transportation by other rail carriers; such shipments include import traffic and traffic from outlying possessions of the United States received from water carriers at the port of entry, and finished products from transit points. Ton-miles are computed by multiplying the weight of each shipment by the distance it moves and summing the products.

For definitions of class I, II, and III roads, see general note for series Q 264-412.

- Q 333, products of agriculture. Includes not only raw farm products but simple manufactures such as flour, corn meal, cottonseed meal, cake, and linters. On the other hand, such products as vegetable oils, sugar and molasses, canned fruits and vegetables, and manufactured tobacco are included in series Q 337, manufactures and miscellaneous.
- Q 335, products of mines. Includes coke as well as coal and other raw minerals.
- Q 336, products of forests. Includes not only raw forest products but lumber, shingles, lath; box, crate, and cooperage materials; veneer and built-up wood.
- Q 343, freight revenue. Includes revenue from the transportation of freight and from transit, stop, diversion, and reconsignment arrangements upon the basis of tariffs. Excludes revenue from such activities as switching of freight-train cars; water transfers of freight, vehicles, and livestock; movement of freight trains at a rate per trainmile or for a lump sum; storage of freight; demurrage; grain elevators; stockyards; or other miscellaneous services and facilities connected with the transportation of freight.

Q 346-355. Railroad property investment, capital, income, and expenses, 1850-1890.

Source: See source for series Q 274-282.

See also text for same series.

Q 356-363. Railroad property investment and capital, 1890-1970.

Source: See general note for series Q 264-412.

- Q 356, investment, book value. Figures represent recorded value, in the accounts of carriers, of land, fixed improvements such as roadbed and track, rolling stock, maintenance machinery, etc., owned by them. Figures include property held under contract for purchase.
- Q 357, depreciation reserve. Figures represent the accumulated accounting allowance for loss in service value not restored by current maintenance. The loss in value is incurred in connection with the consumption or prospective retirement of physical property in the course of service from causes against which carriers are not protected by insurance, which are known to be in current operation, and the effect of which can be forecast with a reasonable approach to accuracy.
- Q 361, funded debt unmatured. Funded debt is debt maturing more than one year from date of issue.
- Q 362, net capitalization. Figures represent railway capital outstanding, series Q 358, minus stocks and debt of railroad companies held by other railroad companies.

Q 330. Miles of railroad operated by receivers or trustees, 1894-1970. Q 364-366. Railroad capital expenditures for additions and betterments, 1921-1970.

Source: Association of American Railroads, 1921-1950, Railroad Transportation: 1951-1970, Yearbook of Railroad Facts, 1971.

Additions comprise: Additional facilities such as equipment (rolling stock), tracks, buildings and other structures; additions to such facilities, such as extensions to tracks, buildings and other structures; additional ties laid in existing tracks; and additional devices applied to facilities such as airbrakes applied to cars not previously thus equipped.

Betterments comprise improvements of existing facilities through the substitution of superior parts for inferior parts retired, such as the substitution of steel-tired wheels for cast wheels under equipment, the application of heavier rail in tracks, the strengthening of bridges by the substitution of heavier members, and the application of superior floors or roofs in buildings.

Q 367-377. Railroad income and expenses, and interest and dividends, 1890-1970.

Source: See general note for series Q 264-412.

- Q 367, operating revenue. Includes revenue from freight, passenger, and other transportation and incidental services.
 - Q 368-370, operating expenses. Includes current depreciation.
- Q 371, tax accruals. Taxes imposed by any form of government whether based on an assessed value of the property, on amounts of stocks and bonds, on earnings, income, dividends declared, payroll, number of passengers, quantity of freight, length of road, rolling stock, or other basis. Tax accruals do not include special assessments for street and other improvements, nor special benefit taxes such as water assessments.
- Q 372, operating income. Figures represent net revenue from railway operations, series Q 367 minus series Q 368, less tax accruals, series Q 371.
- Q 373, net operating income. Figures represent operating income, series Q 372, minus net payable balance of equipment and joint facility rents. The equipment rents deducted at this point are those for equipment leased for less than one year, or interchanged. They are usually on a per day or per mile basis.
- Q 374, net income. Figures represent net operating income, series Q 373, plus other income, minus miscellaneous deductions and fixed and contingent charges. Fixed charges are mainly rent for leased roads and equipment (i.e., equipment leased for one year or more), and interest (except contingent interest).
- Q 377, interest accrued on funded debt. Figures include interest not paid during year on debt in default of interest; they exclude interest on debt owed by the issuing company, or on debt incurred for new lines, extensions, additions or betterments, accrued before such property is completed or comes into service.

Q 378-384. Railroad tax accruals, 1921-1970.

Source: See general note for series Q 264-412.

Other taxes, series Q 384, are largely property taxes levied by State or local governments.

Q 385-387. Railroad highway grade crossings, 1925-1970.

Source: See general note for series Q 264-412.

Specially protected highway grade crossings, series Q 386, include crossings with operated gates, watchmen, or both, during at least part of the day, and those with audible signals, visible signals, or both; they exclude those with fixed signs only.

Q 388-397. Fuel received, ties and rails laid, and purchases by railroads, 1917-1970.

Source: Series Q 388-393, see general note for series Q 264-412. Series Q 394-397, Association of American Railroads, 1923-1964, Railroad Transportation; 1965-1969, Yearbook of Railroad Facts, annual issues.

Q 388-390, fuel received. Figures include not only fuel for operation of trains but fuel for station, shop, or other use, except that figures for 1964-1970 include only the operation of locomotives and motorcars.

Q 391, new rails laid. Figures include both rails laid in replacement and rails laid in additional tracks, new lines, and extensions, except that figures for 1917–1926 include only rails laid in replacement.

Q 392-393, cross-ties laid. Figures for 1917-1926 include only ties laid in replacement. Of the total ties laid in 1927, 78,340,000 were in replacement. Treated ties are those which have been subjected to some preservative process, e.g., creosoting, before being placed in the track.

Q 398-399. Railroad employees and compensation, 1890-1970.

Source: See general note for series Q 264-412.

An employee is defined as a person in the service of a railroad, subject to its continuing authority to supervise and direct the manner of rendition of his service. Persons such as lawyers engaged to render only specifically defined service for specific cases and not under general or continuing retainer are not classed as employees. For 1890–1914, the number of employees represents the number on the payroll June 30. Thereafter, the nature of the figures included for the smaller (class II and III) roads is not clear in the source. For class I roads they appear to be averages of 4 quarterly counts, 1915–1920; and of 2 quarterly and 6 monthly counts, 1921; beginning 1922, they are averages of 12 monthly counts.

Q 400-409. Railroad accidents and fatalities, 1890-1970.

Source: U.S. Federal Railroad Administration, Accident Bulletin,

annual issues (formerly issued by U.S. Interstate Commerce Commission), and related monthly reports.

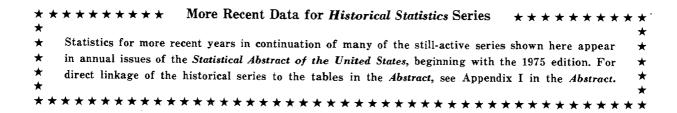
Reportable railroad accidents are divided into three groups: (1) Train accidents, (2) train-service accidents, and (3) nontrain accidents. Train accidents are those arising from the operation or movement of trains, locomotives, or cars which result in a reportable death or injury and more than \$750 damage to equipment, track, or roadbed; or a collision, derailment, or other train accident, with more than \$750 damage to equipment, track, or roadbed. Train-service accidents are those arising from the operation or movement of trains, locomotives, or cars which result in a reportable death or injury but not more than \$750 damage to equipment, track, or roadbed. Nontrain accidents are those which do not result from the operation or movement of trains, locomotives, or cars.

Q 410-412. Pullman company operations, 1915-1968.

Source: U.S. Interstate Commerce Commission, Statistics of Railways in the United States and Transport Statistics in the United States, part 2, and, beginning 1963, part 1, The Pullman Company (Sleeping Car Companies), various annual issues; except series Q 411, 1915–1921, U.S. Office of Business Economics, Survey of Current Business, January 1939, p. 18.

Figures for series Q 411 exceed those in series Q 310, parlor and sleeping car passenger-miles, mainly because travel of railroad employees etc. (for which railroad companies receive no revenue) is not included in series Q 310; but if Pullman accommodations are paid for, the travel is included in series Q 411.

The number of Pullman employees, series Q 412, is the number on the payroll at the end of the year. The Pullman Company ceased operation in 1969.



RAIL TRANSPORTATION

Series Q 264-273. Electric Railways—Summary: 1890 to 1937

Series No.	Item	1937 1	1932	1927	1922	1917	1912	1907	1902	1890
264 265 266 267 268 269	Number of companies Miles of line operated 3 Miles of all track operated 3 Value of road and equipment \$1,000 Number of employees 4 Number of passenger cars	² 478 14,214 23,770 4,399,768 152,476 44.864	² 706 20,110 31,548 4,143,381 ⁵ 182,165 59,692	2 963 27,948 40,722 (NA) 264,575	21,200 31,264 43,932 5,058,762 300,119 77,301	2 1,307 32,548 44,835 5,136,442 294,826 79,914	1,260 30,438 41,065 4,596,563 282,461 76,162	1,236 25,547 34,382 3,637,669 221,429 70,016	987 16,645 22,577 2,167 634 140,769 60,290	789 5,783 8,123 389,357 70,764 82,505
270 271 272 273	Revenue passengers, including pay-transfer 1,000 Operating revenues 7 \$1,000 Operating expenses 7 \$1,000 Operating ratio percent	7,485,290 513,129 406,119 79.1	·	12,174,592 927,774 694,460 74.9	12,666,558 1,016,719 727,795 71.6	11,304,660 709,825 452,595 63.8	9,545,555 567,512 382,896 58.7	7,441,115 418,188 251,309 60.1	4,774,212 247,554 142,313 57.5	2,023,010 90,617 62,011 68.4

Series Q 274-283. Railroad Passenger and Freight Service: 1865 to 1890

		Passenge	er service				Freigh	t service					Freight	service		Freight	service
Year	Passen- ger revenue	Passen- gers carried	Passen- ger miles	Revenue per passen- ger- mile	Freight revenue	Total revenue- tons carried ¹	Ton- miles carried, all roads		Revenue ton-miles per train- mile		Үсаг	Passen- ger revenue service	Freight revenue	Ton- miles carried, 13 rail- roads	Year	Freight revenue	Ton- miles carried, 13 rail- roads
	274	275	276	277	278	279	280	281	282	283		274	278	283		278	283
	Mil. dol.	Mil.	Mil.	Cents	Mil. dol.	Mil.	Mil.	Cents		Bil.		Mil. dol.	Mil. dol.	Bil.		Mil. dol.	Bil.
1890 1889 1888 1887 1886	272 259 251 240 211	520 494 451 428 382	12,522 11,965 11,191 10,570 9,660	2.174 2.169 2.246 2.276 2.194	734 665 639 636 550	691 619 590 552 482	79,193 68,677 65,423 61,561 52,802	0.927 .970 .977 1.034 1.042	163.99 159.91 159.36 156.16 150.99		1880 1879 1878 1877 1876	147 142 124 125 136	467 386 365 347 361	14.48 13.07 10.68 8.75 8.74	1870 1869 1868 1867 1866 1865	(NA) 300	4.92 4.22 3.44 3.03 2.62 2.16
1885 1884 1883 1882 1881	200 206 206 188 173	351 334 312 289	9,134 8,779 8,541 7,688	2.199 2.356 2.422 2.447	509 502 539 485 551	437 399 400 360	49,152 44,725 44,065 39,302	1.057 1.124 1.224 1.236	143.59 133.58 125.86 128.81	17.83 16.81 17.09 16.23 16.06	1875 1874 1873 1872 1871	139 140 137 132 108	363 379 389 340 294	7.84 7.73 7.48 6.42 5.57	200011		

NA Not available.

Series Q 284-312. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1970

[Includes intercorporate duplications. Unless otherwise noted, covers class I, II, and III railroads, except that prior to 1908 includes returns for switching and terminal companies where applicable]

					Mil	eage					,		Equip	oment 5			
	Number of operat-	100				Track o	perated		Road operated,	for dom	delivered estic use		1	Locomotive	es in servi	:e 	
Year ending—	ing rail- roads ¹	Con- structed	Aban- doned	Road owned ²	Total 3	First main track	Other main tracks	Yard tracks and sidings	passen- ger service 4	Freight train	Passen- ger train 4	Total 6	Steam	Electric 7	Diesel	Other	Average tractive effort * (lb.)
	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300
DEC. 31																	
1970 1969 1968 1967 1966	351 361 360 370 375	80 49 63 169 89	1,283 1,166 747 1,039 786	205,782 207,005 208,111 209,292 210,573	364,915 366,238 368,030	220,107 222,164 222,924 224,039 225,528	28,682 29,564 30,002 30,387 30,906	111,541 113,187 113,312 113,604 113,670	59,259 67,827	56,232 83,095	240 65 146	29,122 29,090 29,448 29,874 30,124	(°) (°) (°) 67 76	270 278 307 324 347	28,773 28,711 29,031 29,428 29,644	79 101 110 55 57	65,267
1965 1964 1963 1962 1961	372 380 395 395 397	24 23 41	963 882 777 1,853 930	211,384 212,059 214,387 215,090 216,445	376,290	226,015 226,753 227,282 227,851 229,369	$32,153 \\ 32,719$	115.087	81,795 84,928 86,302	77,822 69,330 44,960 36,554 31,720	399 156 304	30,061 30,296 30,506 30,701 30,889	89 93 112 136 210	438 441	29,552 29,745 29,898 30,057 30,123	55 56 58 67 72	63,096 62,311 61,533 61,415 61,969
1960 1959 1958 1957 1956	411 412 415	14 50 49	*693 1,034 941 1,194 613	*217,552 217,565 218,399 219,067 220,221	383,912 385,264 386,978	230,930 231,494 232,177	35.746	117,322 117,678	100,243 107,131 112,724	57,047 37,819 42,760 99,590 67,080	66 143 232	*31,178 31,539 31,616 32,391 32,593	*374 871 1,488 2,608 3,918	517 562 597	*30,240 30,097 29,515 29,137 28,001	*66 54 51 49 58	61,408 61,312

NA Not available.

1 Excludes data for 22 companies, operating on a part-year basis.

2 Includes certain companies in Pennsylvania which maintained separate organizations, though controlled through stock ownership by other companies. For 1912, these companies were treated as merged and not included in the number reported.

3 Includes small mileage of track lying outside United States.

4 Number reported as of June 30 for 1890, 1922, 1927, and 1932; for 1902, average for

the year; for 1912, as of Sept. 16. Figures for 1937 represent an average of numbers reported on June 30 and Dec. 31.

§ Includes 334 trolley-bus operators.

§ Includes 29,721,000 trolley-bus passengers.

§ Includes auxiliary operating revenues of \$91,242,000 for 1922 and \$8,905,000 for 1927; auxiliary expenses, \$49,232,000 for 1922 and \$7,822,000 for 1927. Data for operating revenues and operating expenses of auxiliary operations excluded so far as possible for earlier years.

^{172.5} million revenue tons were carried in 1870; 55.1 million in 1861.

Series Q 284-312. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1970—Con.

					Mil	eage							Equip	ment 5			
	Number of operat- ing	_				Track o	perated		Road operated,		delivered estic use		L	ocomotive	es in servi	ce	
Year ending—	rail- roads 1	Con- structed	Aban- doned	Road owned ²	Total 3	First main track	Other main tracks	Yard tracks and sidings	passen- ger service 4	Freight train	Passen- ger train 4	Total 6	Steam	Electric 7	Diesel	Other	Average tractive effort ⁸ (lb.)
	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300
DEC. 31 —Con.																	
1955 1954 1953 1952 1951	441 443 448 454 462	105 49 50 76 71	502 694 666 965 456	221,098 221,758	392,580 393,736 394,631 395,831			118,185 118,718 118,983 119,109 119,198	124 572	37,545 35,696 81,021 77,833 95,993	886 349 386 117 179	33,533 35,033 37,251 39,697 42,473	6,266 9,041 12,274 16,737 22,590	639 669 713 790 817	26,563 25,256 24,209 22,118 19,014	65 67 55 52 52	63,152
1950 1949 1948 1947 1946	471 481 485 502 513	33 100 71 79 20	755 620 529 709 381	223,779 224,511 225,149 225,806 226,438	397,355 398,037		40,456 40,639 40,845 40,954 41,015	119,067 119,029 118,602 118,192 117,953	146,468 156,821 160,140 161,115 161,407	43,991 92,562 112,640 68,522 41,955	964 933 891 861 1,337	42,951 43,272 44,474 44,344 45,511	26,680 30,344 34,581 36,942 39,592	827 856 867 864 867	15,396 12,025 8,981 6,495 5,008	48 47 45 43 44	57,075 56,333 55,170 54,506
1945 1944 1943 1942 1941	517 524 534 543 559	40 46 34 38 22	551 705 1,149 2,886 1,695	226,696 227,335 227,999 229,174 231,971	398,054 398,437 398,730 399,627 403,625	244,263	41,106 41,178 41,093 41,137 41,166	117,510 117,044 116,892 116,753 118,196	161,701 162,290 162,429 163,658 167,951	43,864 43,003 31,836 62,873 80,623	931 1,003 685 418 349	46,253 46,305 45,406 44,671 44,375	41,018 41,921 41,983 41,755 41,911	885 902 907 892 895	4,301 3,432 2,476 1,978 1,517	49 50 40 46 52	52,822 52,451 51,811
1940 1939 1938 1937 1936	574 600 611 631 641	19 1 35 149 38	1,284 1,697 1,621 1,642 1,577	233,670 235,064 236,842 238,539 240,104	411.324	245,740 246,922 248,474 250,582 251,542	41,373 41,445 41,589 41,579 41,781	118,862 119,983 121,261 122,411 123,108	170,429 172,031 173,616 175,543 178,491	62,341 25,132 16,470 77,498 46,612	257 276 434 629 191	44,333 45,172 46,544 47,555 48,009	42,410 43,604 45,210 46,342 46,923	900 879 882 872 858	967 639 403 293 175	56 50 49 48 53	50,905 50,895 49,803 49,412 48,972
1935 1934 1933 1932 1931	661 678 700 709 749	25 33 122 321 502	1,974 1,784 2,016 1,370 779	241,822 243,857 245,703 247,595 248,829	419,228 422,401 425,664 428,402 429,823	252,930 254,882 256,741 258,869 259,999	41,916 42,109 42,397 42,556 42,780	124,382 125,410 126,526 126,977 127,044		7,515 25,176 2,163 3,252 13,203	205 275 9 77 323	49,541 51,423 54,228 56,732 58,652	48,477 50,465 53,302 55,831 57,820	884 805 789 764 709	130 104 85 80 80	50 49 52 57 43	48,367 47,712 46,916 46,299 45,764
1930 1929 1928 1927 1926	775 809 849 880 929	460 671 946 819 881	954 782 710 797 892	249,052 249,433 249,309 249,131 249,138	429,883 429,054 427,750 424,737 421,341	260,440 260,570 260,546 259,639 258,815	42,742 42,711 42,432 42,071 41,686				1,534 2,455 1,571 2,087 2,814	60,189 61,257 63,311 65,348 66,847	59,406 60,572 62,642 64,843 66,381	663 621 617 467 435	77 25 (9) (9) 11	43 39 52 38 20	45,225 44,801 43,838 42,798 41,886
1925 1924 1923 1922 1921	947 995 1,028 1,041 1,058	595 635 441 318 331	753 617 537 1,188 687	249,398 250,156 250,222 250,413 251,176	417,954 415,028 412,993 409,359 407,531	258,631 258,238 258,084 257,425 258,362	40,962 39,916 38,697 37,888 37,614	118,361 116,874 116,212 114,046 111,555		105,735 113,711 175,748 66,289 40,292	2,428 2,517 2,034 977 1,161	68,098 69,486 69,414 68,518 69,122	67,718 69,114 69,005 68,121 68,783	397	1		40,666 39,891 39,177 37,441 36,935
1920 1919 1918 1917 1916	1,085 1,111 1,131 1,168 1,216			252,845 253,152 253,529 253,626 254,037	406,580 403,891 402,343 400,353 397,014	259,941 258,525 258,507 259,705 259,705	36,894 36,730 36,228 35,066 34,325	109,744 108,637 107,608 105,582 102,984		50,955 94,981 67,063 115,705 111,516	831 126 750 1,684 1,344	68,942 68,977 67,936 66,070 65,595	68,554 68,592 67,563 65,699 65,253	388 385 373 371 342			36,365 35,789 34,995 33,932 32,840
JUNE 30 1916 1915 1914 1913 1912 1911	1,312			240,717	394,944 391,142 387,208 379,508 371,238 362,824	253,470 249,852	33,864 33,662 32,376 30,827 29,367 27,613	101,869 99,910 98,285 95,211 92,019 88,974		10 58,226 10 97,626 10176,049	10 1,513 10 3,589 10 2,654 10 2,509 10 3,362	65,314 66,502 67,012 65,597 63,463 62,463	65,021 66,229	273			32,380 31,501 31,006 30,258 29,049 28,291
1910 1909 1908 1907 1906				240,293 236,834 233,468 229,951 224,363	351,767 342,351 333,646 327,975 317,083	240,831 235,402 230,494 227,455 222,340	25,354 24,578 23,699 22,771 20,982	85,582 82,377 79,453 77,749 73,761				60,019 58,219 57,698					27,282 26,601 26,356 25,781 24,741
1905 1904 1903 1902 1901				218,101 213,904 207,977	306,797 297,073 283,822 274 196	216,974 212,243 205,314 200,155 195,562	19,881 18,338 16,948 15,820 14,876	69,942 66,492 61,560 58,221 54,915				48,357 46,743 43,871 41,225 39,584					
1900 1899 1898 1897 1896	1,111			182,777	258,784 250,143 245,334 242,013 239,140	184 648	14,075 13,384 13,096 12,795 12,440					27 663	ł			i	
1895 1894 1893 1892 1891 1890	1,104 1,043 1,034 1,002 991 1,013			180,657 178,709 176,461 171,564 168,403 163,597	233,276 229,796 221,864 211,051 207,446 199,876	169,780 162,397	12,348 12,163 11,633 10,846 10,428 9,760	43,181 41,941 40,451 37,808 35,742 33,711				35,699 35,492 34,788 33,136 32,139 30,140					

RAIL TRANSPORTATION

Series Q 284–312. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1970—Con.

		E	quipment 5—(Con.				Passen	ger traffic and	revenue		
	Passeng	ger-train cars	in service	Freight- in ser	train cars			Passen	ger-miles		Rev	enue
Year ending—	Railroad	Class I and Pulli	railroads man Co. 11		Average	Passengers		Commu-		Parlor and		Per passenger-
	only	Total	Air condi- tioned	Number	capacity 8		Total	tation 4	Coach 4	sleeping car 4	Total	mile
	301	302	303	304	305	306	307	308	309	310	311	312
dec. 31					Tons	1,000	Mil.	Mil.	Mil.	Mil.	\$1,000	Cents
1970 1969 1968 1967 1966	11,378 12,630 14,816 17,822 18,974	11,177 14,619 15,384 18,610 20,016	7,159 7,589	1,453,708 1,464,194 1,484,571 1,510,963 1,523,741	67.1 65.8 64.3 63.4 61.4	289,469 301,673 301,372 304,028 307,530	10,786 12,214 13,164 15,264 17,162	4,592 4,546 4,383 4,281 4,193	5,414 6,601 7,559 9,329 10,799	765 1,021 1,178 1,592 2,104	423,191 441,503 446,704 488,549 547,139	3.924 3.615 3.393 3.201 3.188
1965 1964 1963 1962	20,022 21,510 22,616 23,430 24,433	21,327 23,057 23,568 24,634 25,899	8,079 8,980 9,950 10,423 11,259	1,515,169 1,517,564 1,542,456 1,581,213 1,635,342	59.8 58.2 56.8 56.3 55.7	305,822 314,386 310,999 313,084 318,359	17,454 18,271 18,519 19,926 20,308	4,128 4,199 4,101 4,046 4,132	11,069 11,632 11,785 12,757 12,893	2,191 2,416 2,611 3,102 3,262	555,986 579,287 589,521 620,290 625,874	3.185 3.170 3.183 3.113 3.082
1960 1959 1958 1957 1956	*25,746 27,419 28,999 29,564 30,817	*27,414 29,160 (NA) 32,231 (NA)	*11,787 12,993 13,675 14,323 14,551	*1,690,396 1,708,116 1,755,775 1,777,557 1,738,631	*55.4 55.0 54.8 54.5 54.0	*327,172 353,647 381,623 412,625 429,994	*21,284 22,075 23,295 25,914 28,216	4,197 4,549 4,776 4,901 4,841	13,422 13,704 14,225 15,803 17,074	3,643 3,798 4,249 5,185 6,275	*641,496 652,316 676,316 736,408 757,625	*3.014 2.955 2.903 2.842 2.685
1955 1954 1953 1952 1951	32,118 33,035 34,106 34,942 36,326	35,455 37,768 39,532 41,011 42,406	14,784 15,733 16,231 16,320 16,502	1,723,747 1,761,386 1,801,874 1,783,352 1,777,878	53.7 53.7 53.5 53.2 52.9	433,308 440,770 458,252 470,979 485,468	28,548 29,310 31,679 34,033 34,640	4,776 4,753 4,757 4,755 4,866	17,314 17,687 18,955 19,758 19,524	6,441 6,850 7,950 9,504 10,226	743,688 767,987 842,663 906,838 901,019	2.605 2.620 2.660 2.665 2.601
1950 1949 1948 1947 1946	37,359 38,006 39,406 39,057 38,697	43,372 43,578 44,447 44,841 45,637	16,747 16,008 15,249 14,628 13,967	1,745,778 1,778,811 1,785,067 1,759,758 1,768,400	52.6 52.4 51.9 51.5 51.3	488,019 556,741 645,535 706,551 794,824	31,790 35,133 41,224 45,972 64,754	4,990 5,478 5,855 6,011 5,857	17,443 20,273 24,315 27,660 39,039	9,338 9,349 11,015 12,261 19,801	814,741 862,139 965,630 965,005 1,261,416	2.563 2.454 2.342 2.099 1.948
1945	38,633 38,217 38,331 38,446 38,334		12,685 13,175 13,165	1,787,073 1,797,012 1,784,472 1,773,735 1,732,673	51.1 50.8 50.7 50.5 50.3	897,384 915,817 887,674 672,420 488,668	91,826 95,663 87,925 53,747 29,406	5,418 5,344 5,261 4,761 4,088	59,415 63,288 57,909 30,910 16,106	26,912 26,944 24,675 17,853 9,166	1,719,316 1,793,322 1,655,814 1,030,486 515,851	1.872 1.875 1.883 1.917 1.754
1940 1939 1938 1937 1936	38,308 38,977 39,931 40,949 41,390			1,684,171 1,680,519 1,731,096 1,776,428 1,790,043	50.0 49.7 49.4 49.2 48.8	456,088 454,032 454,508 499,688 492,493	28,816 22,713 21,657 24,695 22,460	3,997 4,012 4,032 4,116 4,188	12,485 11,118 10,247 12,417	7,288 7,527 7,354 8,126	417,955 417,716 406,406 443,532 413,189	1.755 1.839 1.877 1.796 1.840
1935	42,426 44,884 47,677 50,598 52,096			1,867,381 1,973,247 2,072,632 2,184,690 2,245,904	48.3 48.0 47.5 47.0 47.0	448,059 452,176 434,848 480,718 599,227	18,509 18,069 16,368 16,997 21,933	4,118 4,163 4,308 4,986 6,018			358,423 346,870 329,816 377,511 551,726	1.936 1.920 2.015 2.221 2.515
1930 1929 1928 1927 1926	53,584 53,838 54,800 55,729 56,855			2,322,267 2,323,683 2,346,751 2,378,800 2,403,967	46.9 46.3 45.8 45.5 45.1	707,987 786,432 798,476 840,030 874,589	26,876 31,165 31,718 33,798 35,673	6,669 6,898 6,626 6,650 6,605			730,766 875,929 905,271 980,528 1,049,210	2.719 2.811 2.854 2.901 2.941
1925 1924 1923 1922 1921	56,814 57,451 57,159 56,827 56,950				44.8 44.3 43.8 43.1 42.5	901,968 950,459 1,008,538 989,509 1,061,131	36,167 36,368 38,294 35,811 37,706				1,064,806 1,085,672 1,158,925 1,087,516 1,166,252	2.944 2.985 3.026 3.037 3.093
1920 1919 1918 1917 1916	56,102 56,290 56,611 55,939 55,193			2,388,424 2,426,889 2,397,943 2,379,472 2,329,475	42.4 41.9 41.6 41.5 40.9	1,269,913 1,211,022 1,122,963 1,109,943 1,048,987	47,370 46,838 43,212 40,100 85,220				1,304,815 1,193,431 1,046,166 840,910 722,359	2.755 2.548 2.421 2.097 2.051

Series Q 284-312. Railroad Mileage, Equipment, and Passenger Traffic and Revenue: 1890 to 1970-Con.

	Equi	pment 5—0	Con.	Passeng	er traffic ar	nd revenue	Con.		Equipmen	t 5—Con.	Passen	ger traffic ar	d revenue-	-Con.
Year	Passen- ger-train	Freigh cars in s	t-train		Total	Reve	enue	Year	Passenger-	Freight-		Total	Reve	nue
ending—	cars in service, railroads only	Number	Average capacity 8	Passen- gers	pas- senger- miles	Total	Per passen- ger-mile	ending	cars in service, railroads only	train cars in service 12	Passen- gers	pas- senger- miles	Total	Per passen- ger-mile
	301	304	305	306	307	311	312		301	304	306	307	311	312
			Tons	1,000	Mil.	\$1,000	Cents				1,000	Mil.	\$1,000	Cents
june 30						i		JUNE 30 —Con.						
1916 1915 1914	54,774 55,810 54,492	2,343,378 2,341,567 2,349,734	40.5 39.7 39.1	1,015,338 985,676 1,063,249	34,309 32,475 35,357	689,627 646,475 703,484 695,988 660,373 657,638	2.010 1.991 1.990	1902 1901	36,987 35,969	1,546,101 1,464,328	649,879 607,278	19,690 17,354	392,963 351,356	1.986 2.013
1918 1912 1911	52,717 51,583 49,906	2,341,567 2,349,734 2,298,478 2,229,163 2,208,997	38.3 37.4 36.9	1,043,603 1,004,081 997,410			13 2.008 1.987 1.974	1900 1899 1898	34,713 33,850 33,595	1 295.510	576,831 523,177 501,067	16,038 14,591 13,380	323,716 291,113 266,970 251,136	2.003 1.978 1.973 2.022
1910 1909	47,179 45,664	2,148,478 2,086,835	35.9 35.3	891.472	32,338 29,109	628,992 563,609	1.928	1897	33,595 33,626 33,003	1.221.730	489,445	12,257	251,136 266,563	2.022 2.019
1908 1907 1906	45,292 43,973 42,262	2,148,478 2,086,835 2,100,784 1,991,557 1,837,914	34.9 33.8 32.2	873.905	27,719	566,833 564,606 510,033	2.014	1895 1894 1893	33,112 33,018 31,384	1.205.169	540,688	12,188 14,289 14,229	252,246 285,350 301,492	2.040 1.986 2.108
1905 1904 1903	40,713 39,752 38,140	1,731,409 1,692,194 1,653,782	30.8 30.1 29.4	715,420	23,800 21,923 20,916	472,695 444,327 421,705	2.006	1892	28,876	966,998 947,300	560,958 531,184	13,363 12,844	286,806 281,179 260,786	2.126 2.142

* Denotes first year for which figures include Alaska and Hawaii.
¹ Includes circular and unofficial.
² First track. Includes lessors, proprietary, unofficial and, through 1963, circular

structure capable of independent propulsion, but not necessarily equipped with an inde-

structure capable of independent propulsion, but not necessarily equipped with an independent control.)
7 For 1915-1922, identified as "other than steam," but all or almost all of the locomotives must be electric.
8 For 1916-1956, represents steam locomotives and freight cars of class I railroads excluding switching and terminal companies; for 1957-1967, includes all class I locomotives excluding switching and terminal companies.
9 Included with "Other."
10 Calendar-year data.
11 Beginning 1969, excludes Pullman Co.
12 Excludes caboose cars.
13 Class I and II railroads.

Series Q 313-320. Railroad Passenger and Freight Operations: 1890 to 1970

[Tons are of 2,000 pounds. Class I, II, and III railroads except as follows: Series Q 313, class I beginning 1911; series Q 314, class I beginning 1933; and series Q 315, Q 319, Q 320, class I for all years]

	Pass	senger ser	vice		Frei	ght service	•			Pas	senger ser	vice		Fr	eight servi	ice	
Year	Revenue ger-mile		Train- miles	Reven	ae ton-mile	s per—	Train- miles	Car- miles	Year	Revenue ger-mile		Train- miles	Revenu	e ton-mile	es per—	Train- miles	Car- miles
ending—	Car- mile	Train- mile	per train- hour	Loaded car- mile 1	Train- mile	Mile of road	per train- hour	per car- day	ending—	Car- mile	Train- mile	per train- hour	Loaded car- mile 1	Train- mile	Mile of road	per train- hour	per car- day
	313	314	315	316	317	318	319	320		313	314	315	316	317	318	319	320
DEC. 31									DEC. 31 —Con.								
1970 1969 1968 1967 1966	25.8 24.7 22.4 20.7 20.2		41.0	41.24	1,774.14 1,754.54 1,714.88 1,693.38 1,669.77	3.237.648	20.1 20.4 20.3	51.8 52.6 51.3 49.1 50.6	1940 1939 1938 1937 1936	14.0 13.5 13.1 14.0 13.6	60.3 57.6 54.5 59.0 55.4	35.4 34.7 34.5	25.40 24.59 23.80 24.68 24.32	727.45 676.57 708.35	1,525,579 1,355,052 1,171,637 1,446,921 1,353,406	16.7 16.7 16.6 16.1 15.8	35.6 32.3 28.5 32.9 30.7
1965 1964 1963 1962 1961	20.3 19.6	99.4 97.3 102.6	41.4 40.9 40.9	37.63 36.27 34.87	1,572.60	2,917,502 2,750,078 2,612,129	20.2 20.1 20.0	49.0 47.2 44.6 42.8 40.6	1935 1934 1933	11.2 10.9 10.2 9.8 10.5	47.5 46.7 42.5 39.9		23.49 23.19 23.26 22.56 23.44	646.17 623.62 619.13	1,119,290 1,058,609 972,262	16.0 15.9 15.7	19.8
1960 1959 1958 1957 1956	18.9 18.6 18.1	94.0 93.9	40.3 40.2 40.2	32.32 32.10 32.42	*1,399.31 1,374.99 1,362.05 1,369.56 1,347.21	2,394,040	19.5 19.2 18.8	40.9 41.2 39.6 43.7 45.0	1930 1929 1928	11.3 12.5 12.9 13.5 14.2	48.9 54.4 55.1 57.9		24.28 24.52 24.31 24.60 24.96	699.27 713.03	1,481,199 1,727,786 1,677,089 1,668,800 1,732,295	13.8 13.2	28.7 32.3 31.2
1955 1954 1953 1952 1951	17.4 17.7 18.1	92.0 94.8 98.4	39.5 39.1 38.3	30.27 30.66 31.02	1,216.54 1,219.03	2,356,646 2,592,188 2,622,463	18.7 18.2 17.6	44.3 44.0	1925 1924 1923	14.8 15.3 16.3 15.9	61.5 62.1 65.9 64.6		24.55 24.47 25.18 24.31 24.60	662.53 634.43 632.32 599.12	1,613,862 1,518,556 1,615,741 1,330,460 1,199,328	11.8 11.5 10.9	28.5 26.8 27.8 23.5
1950 1949 1948 1947 1946	19.4 21.1	92.0 100.8 110.2	37.0 36.7 36.1	29.48 30.90 30.61	1,044.83 1,080.30 1,052.43	2,229,430 2,695,708 2,752,915	16.9 16.2 16.0	40.3 45.1 46.9	1920 1919 1918	19.8 20.5 19.9 17.2	82.4 84.7 79.4 67.6			639.03 622.51 620.68 588.29	1,597,138 1,423,390 1,582,796 1,538,211 1,409,957	10.3	
1945 1944 1943 1942 1941	32.2 31.7 23.5	199.8 188.6 124.9	34.8 34.7 35.7	30.62 31.36 29.76	1,045.67 1,027.64 947.87	2,852,615 3,084,195 3,032,199 2,638,067 1,950,166	15.7 15.4 15.8	50.6 49.7 47.4					22.00	002.20	1,400,001		

companies.

For railroads reporting track by class. Excludes circular and unofficial, figures for which cover road, first track only.

Class I railroads.

Includes switching and terminal companies.

For 1830-1927, number of locomotives; for 1928-1970, number of units, except for steam locomotives. (A unit is the least number of wheel bases together with super-

Series Q 313-320. Railroad Passenger and Freight Operations: 1890 to 1970—Con. [Tons are of 2,000 pounds]

	Passenger ser- passenger-m		Freight se	ervice, revenue ton-	miles per—		Passenger service, revenue	Freight servi- ton-miles	
Year ending—	Car-mile	Train-mile	Loaded car-mile '	Train-mile	Mile of road	Year ending—	passenger- miles per train-mile	Train-mile	Mile of road
_	313	314	316	317	318		314	317	318
1906	15.3 15.0 15.4 15.4 15.1 15.6 15.7 15.4	58.2 56.0 58.4 58.5 56.5 57.9 58.9 57.5 54.5 52.5	22.39 21.14 21.09 221.12 20.18 19.74 19.84 19.26 19.62 19.62 19.88	536.67 476.13 446.96 2445.43 406.76 383.10 380.38 362.57 351.80 357.35 344.39	1,325,089 1,075,962 1,125,084 1,190,397 1,078,580 1,053,566 1,071,086 953,986 974,654 1,052,119 982,401 861,396	JUNE 30 —Con. 1900	44.2 41.2 39.1 36.6 39.2 38.3 43.7 42.4 42.0 41.7	270.86 243.52 226.45 204.62 198.81 189.69 179.80 183.97 181.67 181.67	735,352 659,565 617,810 519,079 523,832 479,490 457,252 551,232 543,365 502,705
1903 1902		49.8 49.2 48.5 45.1	17.72 17.60 16.92 16.55	307.76 310.54 296.47 281.26	829,476 855,442 793,351 760,414				

^{*} Denotes first year for which figures include Alaska and Hawaii.

¹This average was obtained by dividing the revenue ton-miles by the total loaded car-miles, the latter item including some cars loaded with nonrevenue freight. The method is necessary to preserve comparability with figures for the earlier years; they

differ slightly from the average "net tons per loaded car" shown in the regular monthly statements, Freight and Passenger Service Operating Statistics, based on revenue and nonrevenue ton-miles and car-miles.

² Class I and II railroads.

Series Q 321-328. Railroad Mileage and Equipment: 1830 to 1890

		Mileage				Equipment:	2					
	Road	Road	All	Loco-		Reven	ue cars			Miles of road operated		Miles of road operated
Year	operated (Dec. 31)	owned 1	track (Dec. 31)	motives	Total	Passenger	Freight	Baggage, mail, express	Year	(Ďec. 31)	Year	(Ďec. 31)
	321	322	323	324	325	326	327	328		321		321
				1,000	1,000	1,000	1,000	1,000				
1890 1889 1888 1887 1886	161,276 156,114	163,359 159,934 154,222 147,953 133,565	208,152 202,088 191,376 184,935 167,952	31.8 30.6 29.1 27.3 26.1	1,091 1,081 1,032 977 871	21.7 21.5 20.2 19.3 18.4	1,062 1,051 1,005 951 846	7.3 7.1 6.8 6.6 6.3	1870 1869 1868 1867 1866	52,922 46,844 42,229 39,050 36,801	1850 1849 1848 1847 1846	9,021 7,365 5,996 5,598 4,930
1885 1884 1883 1882 1881	128,320 125,345 121,422 114,677 103,108	127,689 125,119 120,519 114,428 103,530	160,506 156,414 149,101 140,878 130,455	25.7 24.4 23.4 21.9 19.9	828 821 801 751 667	16.5 16.6 16.2 14.9 13.9	806 798 779 730 648	6.0 5.9 5.8 5.6 5.0	1865 1864 1863 1862 1861	35,085 33,908 83,170 32,120 31,286	1845 1844 1843 1842 1841	4,633 4,377 4,185 4,026 3,535
1880 1879 1878 1877 1876	93,262 86,556 81,747 79,082 76,808	92,147 84,393 80,832 79,208 76,305	115,647 104,756 103,649 97,308 94,665	17.9 17.1 16.4 15.9 15.6	557 497 439 408 340	12.8 12.0 11.7 12.1 14.6	539 480 423 392 385	4.8 4.5 4.4 3.9	1860 1859 1858 1857 1856	30,626 28,789 26,968 24,503 22,076	1840 1839 1838 1897 1836	2,818 2,302 1,913 1,497 1,273
1875 1874 1873 1872 1871	74.096 72,385 70,268 66,171 60,301	70,651							1855 1854 1853 1852 1851	18,374 16,720 15,360 12,908 10,982	1835 1834 1833 1832 1831	1,098 633 380 229 95
											1830	23

¹ Prior to 1882, includes elevated railways. ² Prior to 1881, includes elevated railways.

³ Includes baggage, mail, and express.

Series Q 329. Miles of Railroad Built: 1830 to 1925

Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles
rear	329	1 ear	329		329		329		329		329		329		329
1925	644 579 427 324 475 814 686 721 979 1,098	1915 1914 1913 1912 1911 1910 1908 1907 1906	933 1,532 3,071 2,997 3,066 4,122 3,748 3,214 5,212 5,623	1905 1904 1903 1902 1901 1890 1898 1897 1896 1895	4,388 3,832 5,652 6,026 5,368 4,894 4,569 3,265 2,109 1,692 1,420	1894 1893 1879 1877 1876 1875 1874 1873 1872	1,760 3,024 5,006 2,428 2,280 2,575 1.606 2,584 5,217 7,439	1871 1870 1869 1868 1867 1866 1865 1864 1863 1862 1861	6,660 5,658 4,103 2,468 2,541 1,404 819 947 574 720 1,016	1860 1859 1858 1856 1854 1853 1852 1851 1851 1851 1851	1,500 1,707 1,966 2,077 1,471 2,453 3,442 2,170 2,288 1,274	1850 1849 1848 1847 1846 1845 1844 1843 1843 1842 1841	1,261 1,048 1,056 263 333 277 180 288 505 606	1840	491 386 453 348 280 138 214 116 1191 99 40

Series Q 330. Miles of Railroad Operated by Receivers or Trustees: 1894 to 1970

[As of end of year. Class I, II, and III railroads]

Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles	Year	Miles
ending—	330	ending—	330	ending—	330	ending—	330	ending—	330	ending—	330
DEC. 31		DEC. 31— Con.		DEC. 31— Con.		DEC. 31— Con.		june 30		JUNE 30— Con.	
1970	28,190 649 650 2,476 1,612 1,690 1,732 2,118 2,365 1,259 1,097 1,040 1,022 1,594	1955	11,685 11,608 12,054 11,942 12,212 12,223 12,679 13,283 22,750 34,389 39,714 50,497 64,758 66,904 69,859	1940	75,270 77,013 76,938 70,884 69,712 68,345 42,168 41,698 22,545 12,970 9,486 5,703 5,256	1927 1926 1925 1924 1923 1922 1921 1920 1919 1918 1917 1916	16,752 17,632 18,887 8,105 12,623 15,259 13,512 16,290 16,590 19,208 17,376 34,804	1916 1915 1914 1913 1912 1911 1910 1909 1908 1908 1906	37,353 30,223 18,608 16,286 9,786 4,593 5,257 10,530 9,529 3,926 3,971	1905 1904 1903 1902 1901 1900 1899 1898 1897 1896 1895 1894	796 1,323 1,185 1,475 2,497 4,178 9,853 12,745 18,862 30,475 37,856 40,819

^{*} Denotes first year for which figures include Alaska and Hawaii.

Series Q 331-345. Railroad Freight Traffic and Revenue: 1890 to 1970

[In tons of 2,000 pounds]

		1	Revenue fre	eight origin	ated (class	I railroads))	,		Freight an	d revenue	(class I, II	, and III ra	ilroads)	
				In car	rloads			Less	Revenue			Deprecia-		Revenue	
Year ending	All tonnage	Total	Products of agricul- ture	Animals and products	Prod- ucts of mines	Prod- ucts of forests	Manu- factures and misc. 1	than car- load	tons orig- inated	Ton- miles	Haul per ton ²	tion and retire- ments	Total	Per ton ²	Per ton- mile
	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345
	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Mil.	Mil.	Miles	\$1,000	Mil. dol.	Dol.	Cents
DEC. 31															
1970 1969 1968 1967 1966	1,484,919 1,473,457 1,431,308 1,407,628 1,448,901	1,430,441		_				809 837 867 960 1,049	1,515 1,498	771,012 773,830 750,468 727,075 746,699	490.41 496.82 495.37 485.21 483.70	788,837 775,356 765,768	11,124 10,538 9,942 9,329 9,487	7.08 6.77 6.56 6.23 6.15	1.443 1.862 1.325 1.283 1.271
1965 1964 1963 1962 1961	1,387,423 1,354,612	1 996 000		9,378 9,452 9,341	662,461 634,747 615,646	78,319 78,105 74,924	372,635 353,809 337,424	1,333 1,496 1,679 2,183 2,586	1 420	705,705 662,089 625,170 595,774 566,295	477.15 466.17 463.97 460.57 452.00	685,785 676,584 660,586	9,037 8,575 8,271 8,115 7,859	6.11 6.04 6.14 6.27 6.27	1.281 1.295 1.323 1.362 1.388
1960 1959 1958	t .	1,237,575 1,228,277 1,185,951	150,350 145,531 146.746	9,463 9,994 9,895 11,074 13,198	649,228 632,870 628,911 769,675 796,480	73,287	349,323 359,485 327,112 379,020 405,367	3,213 3,923 4,402 5,443 6,485	*1,301 1,293 1,247 1,449 1,521	*575,360 578,637 554,534 621,907 651,188	*442.14 447.66 444.55 429.20 428.08	634,778 625,888 618,062 596,355 569,605	*8,152 8,442 8,193 9,064 9,089	*6.26 6.53 6.57 6.26 5.97	*1.417 1.459 1.477 1.457 1.396
1955 1954 1953 1952 1951	1,396,339 1,223,969 1,384,301 1,382,604 1,477,402	1,389,346 1,217,005 1,376,046 1,373,294 1,467,023	133,789 131,733 131,137 138,415 140,811	13.768	761,993 650,074 754,292 752,699 819,373	75,650 82,107	397,819 346,420 394,742 384,097 405,955	6,993 6,964 8,255 9,310 10,379	1,279 1,448 1,447	552,197 608.954	429.75 431.65 420.66 426.93 419.99	547,267 534,457 513,059	8,665 7,915 9,078 8,915 8,758	5.94 6.19 6.27 6.16 5.66	1,382 1,433 1,491 1,443 1,348

RAIL TRANSPORTATION

Series Q 331-345. Railroad Freight Traffic and Revenue: 1890 to 1970—Con. [In tons of 2,000 pounds]

		R	evenue frei	ght origina	ted (class I	railroads)				Freight an	d revenue	(class I, II,	and III ra	ilroads)	
				In car	loads			Less	Revenue-			Deprecia-		Revenue	
Year ending—	All tonnage	Total	Products of agricul- ture	Animals and products	Prod- ucts of mines	Prod- ucts of forests	Manu- factures and misc. 1	than car- load	tons orig- inated	Ton- miles	Haul per ton ²	tion and retire- ments	Total	Per ton ²	Per ton- mile
	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345
DEC. 31— Con.	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	Mil.	Mil.	Miles	\$1,000	Mil. dol.	Dol.	Cents
1950 1949 1948 1947 1946	1,354,196 1,226,503 1,506,878 1,537,546 1,366,617	1,488,612 1,514,985	145,176 158,168	16,865 19,716	746,808 653,759 845,640 847,807 717,806	78,860 69,257 86,104 87,027 84,817	374,144 335,228 394,827 402,267 368,079	10,888 12,592 18,266 22,561 24,387	1,421 1,284 1,580 1,613 1,432	591,550 529,111 641,104 657,878 594,943	416.32 412.02 405.64 407.82 415.48	409,310 385,763	7,934 7,151 8,090 7,141 5,866	5.58 5.57 5.12 4.43 4.10	1.341 1.352 1.262 1.085 .986
1945 1944 1943 1942 1941		1,471,366 1,462,314 1,403,612	159,571 145,685 148,971 117,318 100,173	23,748 25,413 22,936 20,620		75,604 83,731 80,899 84,570 71,540	412,215 431,272 412,345 376,527 336,603	20,833 20,125 18,911 17,575 18,091	1,493 1,565 1,557 1,498 1,296	684,148 740,586 780,132 640,992 477,576	458.14 473.28 469.07 427.76 368.54	1,186,844 540,461 465,525 338,181 233,340	6,617 7,087 6,866 6,026 4,510	4.48 4.53 4.41 4.02 3.48	.967 .957 .940 .940
1940 1939 1938 1937 1936		994,728 886,794 757,470 998,398	88,821 91,564 95,390	15,456 15,049 14,760 15,233				14,693 14,875	1,069 955 820 1,075 1,012	291,866 362,815	351.18 351.21 356.05 337.43 337.29	201,852 201,825 197,035 193,502	3,428 3,357	3.35 3.45 3.54 3.19 3.32	.994 .945
1935 1934 1933 1932 1931		684,592 630,989	81,702 80,917	15,125 20,363 17,651 18,055				14,039 14,345 14,351 15,234 22,774	832 802 733 679 945	283,637 270,292 250,651 235,309 311,073	341.05 336.91 341.77 346.63 329.23	192,387 199,917	2,831 2,672 2,529 2,485 3,302	3.40 3.33 3.45 3.66 3.50	.998 .989 1.009 1.056 1.062
1930 1929 1928 1927 1926	1,153,197 1,339,091 1,285,943	1,123,530 1,303,048 1,248,989	1	23,129 24,907 25,634 26,003		69,871 94,855 96,737	277 765	36,043 36,954 38,440	1,419 1,371 1,373	385,815 450,189 436,087 432,014 447,444	316.21 317.17 318.00 314.75 310.81	243,253		3.40 3.45 3.48 3.45 3.41	1.074 1.088 1.094 1.095 1.096
1925 1924 1923 1922 1921	1	1,206,655 1,146,747 1,234,692 980,516	109,318 116,587 109,318 111,787				285,291 256,737 267,767	44,338 43,229	1,351 1,287 1,388 1,112		308.93 304.44 299.94 307.77 304.11	223,925 208,064 205,070 169,808 155,968	4 648	3.44 3.45 3.40 3.67 3.93	1.114 1.132 1.132 1.194 1.294
1920 1919 1918 1917 1916	31,255,421 31,096,449 1,263,344 1,264,016 31,203,367	II.		26,595 35,494 35,777			210,256 226,077 240,269	51,301 53,387 53,769	1,363 1,190 1,377 1,382 1,317	413,699 367,161 408,778 398,263 366,173	288,18		4,421 3,625 3,522 2,897 2,631	3.24 3.05 2.56 2.10 2.00	1.069 .987 .862 .728 .719
JUNE 30									1,263	949 477	271 98		2 469	1.96	.719
1916 1915 1914 1913 1912 1911	*925,697 31,023,131 31,067,978 *926,990 *901,573	3 878,761 2 982,892 1,026,817 3 889,999 2 866,398	109,483 98,825 102,658 86,433 81,780	25,669	507,250 574,000 592,164 506,306 488,861	76,674 91,094 93,762 74,796 79,345	177.950	40.239	1 024	301.730	270.69 255.43 255.15 256.87 254.10		2,469 2,038 2,127 42,199 1,969 1,926	1.99 1.88 41.92 1.91 1.92	.719 .735 .737 4 .729 .744 .757
1910 1909 1908 1907 1906									1,026 881 870 977 896	218,803 218,382 236,601	251.10 253.94 242.05		1,926 1,678 1,655 1,824 1,640	1.88 1.90 1.90 1.87 1.83	.753 .763 .754 .759 .748
1905 1904 1903 1902 1901									785 714 715	186,463 174,522 173,221 157,289 147,077	244.30 242.35 239.10		1,451 1,379 1,338 1,207 1,119	1.85 1.93 1.87 1.84 1.92	.766 .780 .763 .757 .750
1900 1899 1898 1897 1896									583 502	141,597 123,667 114,078 95.139	242.73 246.58		1,049 914 877 773 787		.729 .724 .753 .798 .806
1896 1895 1894 1893 1892 1891										80,335 93,588 88,241 81,074			829 799 737		.839 .860 .878 .898 .895

^{*} Denotes first year for which figures include Alaska and Hawaii.

1 Includes forwarder traffic beginning 1939.
2 United States as a system, i.e., ton-miles or revenue of connecting roads is included in the numerator, but only tonnage originated in the denominator.

³ Includes the following amounts of unassigned carload tonnage (thousands): 1911, 35,199; 1912, 32,266; 1918, 15,617; 1914, 14,671; 1915, 2,268; 1916, 1,367; and 1919, 338.

⁴ Class I and II railroads.

Series Q 346-355. Railroad Property Investment, Capital, Income, and Expenses: 1850 to 1890 [In millions of dollars]

		Property	investment a	nd capital		Inc	ome and exper	ises	Interest an	d dividends
Year	Investment in railroad and	Stock, mo	rtgage bonds, o obligations, etc	equipment,	Stock paying	Total traffic	Operating expenses	Net earnings	Dividends paid	Interest paid on
1 (41	equipment	Total	Capital stock	Bonded debt	dividends	earnings				funded debt
	346	347	348	349	350	351	352	353	354	355
EXCLUDING ELEVATED RAILWAYS										
1890		10,020 9,576 9,281 8,595 8,089	4,590 4,447 4,392 4,146 3,956	5,055 4,784 4,585 4,155 3,853		1,086 991 950 931 822	524	342 317 297 331 297	83 79 78 90 80	224 216 205 202 182
1885 1884 1883 1883		7,775 7,617 7,423 6,960	3,778 3,726 3,675 3,478	3,740 3,647 3,479 3,214		765 763 807	498	266 266 291	77 93 101	179 167 1171
INCLUDING ELEVATED RAILWAYS										:
1890	8,789 8,598 8,344 7,799 7,254	10,122 9,680 9,369 8,673 8,163	4,640 4,495 4,438 4,191 3,999	5,105 4,828 4,624 4,186 3,882	1,721 1,790 1,769 1,805 1,675	1,097 1,002 960 940 829		346 322 301 334 300	85 81 80 91 81	226 218 207 203 189
1885	7,037 6,924 6,684 6,035 5,577	7,842 7,676 7,477 7,016 6,278	3,817 3,762 3,708 3,511 3,177	3,765 3,669 3,500 3,235 2,878	1,304 1,658 1,713 1,673 (NA)	772 777 823 770 701		269 270 298 280 272	77 94 102 102 93	187 178 173 150 128
1880 1879 1878 1877 1877	4,653 4,416 4,166 4,180 4,086	5,402 4,872 4,772 4,806 24,468	2,708 2,395 2,292 2,313 2,248	2,530 2,319 2,297 2,255 2,165	(NA) (NA) (NA) (NA) (NA)	613 525 490 472 497	302 301 310	255 216 187 170 186	77 61 53 58 68	107 112 103 98 93
1875 1874 1878 1872 1872		4,658 4,221 3,784 3,159 2,664	2,198 1,990 1,947 1,647 1,481	32,459 32,230 31,836 31,511 (NA)		503 520 526 465 403	(NA) 330 342 (NA) (NA)	185 189 183 165 141	74 67 67 64 56	
1870 1869 1868 1867 1867		2,476 2,041 1,869 1,172 (NA)	(NA) (NA) (NA) 756 (NA)	(NA) (NA) (NA) 416 (NA)		(NA) (NA) (NA) 384 190	(NA) (NA) (NA) 228 (NA)	(NA) (NA) (NA) 105	(NA) (NA) (NA) 32	
1861		(NA) 1,149 763 (NA) 318	(NA) (NA) 424	(NA) (NA) 299		130 (NA) 84 39	(NA) (NA) 42			

NA Not available.
1 Includes other interest.

Series Q 356-366. Railroad Property Investment, Capital, and Capital Expenditures: 1890 to 1970

[In millions of dollars. Includes intercorporate duplications. Figures subject to general exception that, prior to 1908, the returns for switching and terminal companies were included where applicable. Capital expenditure represents total money outlay without deductions for property retired]

		Property	investment a	nd capital (clas	ss I, II, III ra	ilroads and the	ir lessors)		Capital ex and better	spenditures for rments (class I	additions railroads)
Year ending—	Road and	equipment		Railroad cap	ital outstandi	ng ³	Net capital-	Stock			Roadway
	Investment, book value 1	Depreciation reserve 2	Total	Common stock	Preferred stock	Funded debt unmatured	ization	paying dividends	Total	Equipment	and structures
	356	357	358	359	360	361	362	363	364	365	366
DECEMBER 31											
1970 1969 1968 1967 1966	37,383	9,929 9,688 9,450 9,664 9,479	14,339 14,701 14,577 14,690 14,800	5,605 5,758 5,754 5,828 5,639	718 814 821 889 1,091	8,016 8,129 8,002 7,978 8,070		3,594 4,347 4,629 4,727 4,709	1,350 1,509 1,186 1,522 1,952	993 1,088 818 1,148 1,554	357 420 368 374 398
1965 1964 1963 1962 1961	34,868	9,341 9,265 9,143 8,982 8,792	14,857 14,876 15,011 15,013 15,179	5,580 5,537 5,592 5,537 5,526	1,116 1,164 1,189 1,201 1,212	8,161 8,175 8,230 8,275 8,441	12,840 12,968 13,184	4,845 4,926 4,462 4,285 4,361	1,630 1,417 1,043 832 646	1,303 1,139 784 593 427	327 277 258 239 219

 $^{^2\,\}mathrm{Sum}$ of capital stock, bonded debt, and \$55 million Pacific R.R., U.S. subsidiary bonds. $^3\,\mathrm{Includes}$ other debt.

Series Q 356-366. Railroad Property Investment, Capital, and Capital Expenditures: 1890 to 1970—Con. [In millions of dollars]

		Property i	investment an	d capital (clas	es I, II, III rai	ilroads and the	ir lessors)		Capital ex and better	penditures for ments (class I	additions railroads)
Year ending—	Road and	equipment		Railroad cap	ital outstandi	ng ³	Net capital-	Stock			Roadway
₀	Investment, book value 1	Depreciation reserve 2	Total	Common stock	Preferred stock	Funded debt unmatured	ization	paying dividends	Total	Equipment	and structures
	356	357	358	359	360	361	362	363	364	365	366
DEC. 31-Con.											
1960* 1959 1958 1958 1956 1956 1954 1953 1952 1951	35,513 35,157 34,934 34,614 33,714 33,034 32,708 32,416 31,822 31,077	8,532 8,295 8,043 7,800 7,542 7,175 7,009 6,926 6,837	16,134 16,365 16,603 16,775 17,399 17,422 17,590 17,658 18,067 18,220	6,185 6,233 6,243 6,291 6,911 7,341 7,316 7,023 7,243 7,235	1,218 1,246 1,266 1,369 1,395 1,310 1,580 1,868 1,954 1,977	8,731 8,886 9,094 9,115 9,093 8,771 8,744 8,767 8,870 9,008	14,150 14,287 14,529 14,682 15,285 15,171 15,336 15,365 15,487 15,489	5,617 5,750 5,290 6,465 6,785 7,300 6,618 7,252 6,734 6,700	919 818 738 1,394 1,227 909 820 1,259 1,340 1,413	633 567 479 1,007 821 568 498 857 935 1,050	285 250 258 386 406 341 321 401 405 363
1950 1949 1948 1947 1946 1945 1944 1943 1942 1941	30,174 29,519 28,664 27,686 27,277 26,967 26,631 26,145 25,838 25,668	6,629 6,438 6,279 6,037 5,800 5,549 4,382 3,939 3,561 3,240	18,274 18,343 18,249 18,050 18,449 18,681 19,403 19,914 20,471 20,708	7,207 7,234 7,250 7,250 7,448 7,442 7,464 7,517 7,565 7,546	1,977 1,988 1,992 1,975 1,961 1,981 1,984 1,912 1,935	9,090 9,121 9,007 8,825 9,040 9,258 9,955 10,485 10,971 11,209	15,618 15,609 15,467 15,301 15,309 15,667 16,276 16,755 17,315 17,568	6,768 5,924 6,446 5,184 5,221 5,383 5,523 5,466 5,355 3,861	1,065 1,312 1,273 864 561 562 560 454 534	779 981 917 565 319 314 328 255 349 367	286 330 356 298 242 248 231 198 185 175
1940	25,646 25,538 25,595 25,636 25,432 25,500 25,681 25,901 26,086 26,094	3,095 3,102 3,044 2,950 2,809 2,771 2,764 2,707 2,632 2,520	21,047 23,609 23,855 24,123 24,003 22,080 24,570 24,723 24,837 24,844	7,734 8,025 8,040 8,064 7,993 7,907 7,994 8,057 8,067 8,031	2,036 2,050 2,049 2,050 2,036 2,018 2,044 2,042 2,047 2,049	11,277 13,534 13,766 14,009 13,974 12,155 14,532 14,624 14,723 14,264	17,630 17,698 17,988 18,319 18,336 18,342 18,653 18,891 18,894	3,741 3,190 3,139 3,890 3,594 3,412 3,411 3,119 3,298 7,325	429 262 226 509 298 188 212 103 167 361	271 133 115 322 159 79 92 15 36 73	157 128 111 186 139 108 120 88 130 288
1930	26,051 25,465 24,875 24,453 23,800 23,217 22,182 21,372 20,580 20,329	2,360 2,169 2,043 1,946 1,811 1,681 1,549 1,408 1,335 1,237	22,788 23,983 23,747 23,614 23,677 21,734 23,636 22,839 22,290 22,292	7,953 7,853 7,809 7,683 7,560 7,492 7,539 7,398 7,307 7,275	2,059 2,065 2,034 1,980 1,925 1,921 1,935 1,852 1,852 1,834	12,771 14,065 13,904 13,951 14,192 12,321 14,162 13,589 13,149 13,216	19,066 18,680 18,511 18,137 18,234 18,191 18,202 17,810 17,280 17,083	7,702 7,506 7,159 6,701 6,473 6,278 6,042 5,646 5,321 5,059	872 853 676 771 885 748 874 1,059 429 557	328 321 224 288 371 338 493 681 245 319	544 532 452 482 513 410 381 377 183 237
1920	19,849 19,300 18,984 18,574 17,842	1,081 1,009 936 796 628	20,098 20,950 20,785 21,249 21,049	6,958 7,193 7,249 7,454 7,594	1,885 1,898 1,806 1,848 1,455	11,255 11,859 11,730 11,947 12,000	16,994 16,550 16,454 16,402 16,333	5,075 5,298 5,188 5,610 5,430			
june 30							10.000	T 070			
1916	17,689 17,441 17,153 16,588 16,004 15,612	571 511 435 5 327 5 259 5 210	21,092 19,720 4 20,247 4 19,796 19,753 19,209	7,603 7,287 47,304 47,232 7,249 7,075	1,456 1,348 41,376 41,379 1,374 1,396	12,033 11,085 4 11,567 4 11,185 11,180 10,788	16,336 16,308 415,759 415,366 15,126 15,044	5,279 5,219 5,667 5,780 5,581 5,730			
1910	6 14,557 13,609		18,417 17,488 16,768 16,082 14,570 13,805 13,213 12,600 12,134 11,688	6,710 6,218 5,911 5,933 5,403 5,181 5,051 4,877 4,722 4,475	1,403 1,463 1,463 1,424 1,401 1,373 1,289 1,279 1,302 1,381	10,304 9,802 9,394 8,725 7,766 7,251 6,873 6,444 6,110 5,882	14,376 13,914 12,834 (NA) 11,672 11,167 10,712 10,282 9,926 9,483	5,412 4,920 4,843 4,948 4,526 4,119 3,643 3,450 3,337 2,977			
1900	10,263 9,961 9,760 9,709 9,500 9,203 9,073		11,491 11,034 10,819 10,635 10,567 10,347 10,191 9,895 9,686 9,291 8,984	4,522 4,323 4,269 4,367 4,257 4,202 4,104 3,982 3,979 3,796 3,803	1,323 1,192 1,119 998 970 760 780 687 654 655 606	5,646 5,519 5,481 5,270 5,340 5,385 5,385 5,226 5,053 4,840 4,575	9,548 9,432 9,297 9,168 9,066 8,900 8,647 8,332 8,295 8,008 7,577	2,668 2,239 1,818 1,603 1,559 1,485 1,767 1,809 1,825 1,796			anding as well

^{*} Denotes first year for which figures include Alaska and Hawaii.

NA Not available.

¹ Increase in investment over a period of years cannot be obtained accurately by subtraction of 1 year's investment from that of another owing to reorganization, sale or abandonment, reclassification, etc. For 1921-1924, includes investment of lessor companies; and for 1925-1970, investment of lessor and proprietary companies.
² Includes depreciation on "Miscellaneous physical property" prior to 1920 and amortization of defense projects accrued in 1941-1950.

³ Prior to 1958, includes securities nominally issued and nominally outstanding as well as those outstanding. Funded debt unmatured (series Q 361) does not include equipment obligations subsequent to 1942 but they are included here to preserve comparability of figures.

4 Class I and II railroads and their lessor subsidiaries.

5 Class I railroads.

6 Includes \$170 million estimated reserve for accrued depreciation to place figure on comparable basis with other years.

7 Represents 1893 investments less increases each year on account of change in classification in 1893.

Series Q 367-377. Railroad Income and Expenses, and Interest and Dividends: 1890 to 1970

[In thousands of dollars, except as indicated. Includes intercorporate duplications. Unless otherwise noted, covers class I, II, and III railroads, subject to general exception that, prior to 1908, the returns for switching and terminal companies were included where applicable]

				Inc	ome and expe	nses				Interest and	l dividends ¹
Year ending—	Operating revenue		perating expen	Maintenance	Tax accruals	Operating income	Net oper- ating income	Net income 1	Ratio of oper- ating expenses to operating revenues (percent)	Dividends declared	Interest accrued on funded debt
		Total	of way and structures	of equipment					(percent)		
	367	368	369	370	371	372	373	374	375	376	377
DECEMBER 31							F07 000	1100 400	00.91	492 199	EE9 7/09
1970	12,209,237	9,805,555	1,650,302	2,188,863	1,103,988	1,299,694	505,669	2 126,429	80.31	486,132	553,763
1969	11,658,525	9,209,187	1,540,481	2,025,511	1,065,134	1,384,254	667,157	2 517,066	78.99	534,849	501,856
1968	11,061,902	8,723,664	1,441,112	1,938,988	979,700	1,358,538	694,143	2 623,440	78.86	560,048	473,213
1967	10,581,560	8,359,369	1,326,630	1,895,376	941,272	1,280,919	689,548	2 367,689	79.00	582,088	455,059
1966	10,880,467	8,277,294	1,342,632	1,872,661	1,001,510	1,601,663	1,065,232	957,359	76.07	547,567	423,486
1965	10,425,052	8,002,685	1,273,099	1,802,103	949,215	1,473,152	980,066	865,899	76.76	532,649	402,889
1964	9,985,187	7,830,168	1,250,697	1,779,807	891,248	1,263,771	828,433	733,220	78.42	492,443	384,413
1963	9,684,636	7,542,306	1,207,801	1,747,395	906,456	1,235,874	815,952	681,325	77.88	412,815	377,556
1962	9,562,991	7,507,757	1,179,466	1,758,967	925,572	1,129,663	735,266	600,393	78.51	394,116	376,149
1961	9,309,696	7,361,751	1,141,223	1,698,617	1,011,814	956,131	547,045	410,140	79.08	385,017	383,313
1960*	9,641,593	7,657,329	1,217,241	1,775,528	1,020,471	963,793	594,618	473,175	79.42	411,650	386,774
	9,954,828	7,796,855	1,262,683	1,813,550	1,070,098	1,087,900	760,140	607,924	78.32	3 431,860	390,467
	9,686,289	7,631,341	1,248,596	1,735,067	977,277	1,077,671	772,898	630,033	78.78	444,982	393,159
	10,625,452	8,321,577	1,458,888	1,928,912	1,090,818	1,213,057	934,645	765,227	78.32	466,415	382,175
	10,686,492	8,199,792	1,433,037	1,907,606	1,144,446	1,342,254	1,083,708	908,416	76.73	476,083	373,207
1955	10,229,600	7,724,496	1,412,877	1,798,579	1,100,920	1,404,185	1,144,347	958,849	75.51	476,207	373,502
	9,484,015	7,460,507	1,376,478	1,704,985	877,304	1,146,203	887,817	712,252	78.66	405,403	376,020
	10,787,891	8,218,223	1,612,390	1,993,602	1,205,366	1,364,302	1,122,512	939,887	76.18	445,145	378,218
	10,702,877	8,134,811	1,546,613	1,965,327	1,282,144	1,285,922	1,091,657	900,472	76.01	394,042	376,907
	10,511,612	8,122,521	1,505,488	1,956,438	1,223,644	1,165,447	956,699	757,934	77.27	373,574	367,244
1950	9,587,000	7,135,055	1,311,775	1,718,660	1,212,084	1,239,861	1,055,309	854,951	74.42	348,811	367,218
1949	8,680,791	6,968,296	1,309,857	1,617,800	845,089	867,406	693,957	496,103	80.27	306,995	365,393
1948	9,784,332	7,552,630	1,374,058	1,713,967	1,043,036	1,188,666	1,014,815	767,949	77.19	335,313	361,879
1947	8,784,214	6,869,806	1,234,978	1,568,124	949,273	965,136	790,534	537,405	78.21	280,397	374,150
1946	7,709,171	6,422,494	1,169,887	1,478,302	506,480	780,197	624,868	334,966	83.31	283,171	406,147
1945	8,986,954	7,115,391	1,431,221	2,157,678	835,434	1,036,130	858,864	502,250	79.17	295,294	449,917
1944	9,524,628	6,345,035	1,283,208	1,597,155	1,961,652	1,317,941	1,113,153	733,461	66.62	292,248	488,877
1943	9,138,419	5,714,804	1,125,873	1,449,356	1,862,940	1,560,675	1,370,568	946,150	62.54	263,919	515,617
1942	7,547,826	4,653,705	811,206	1,219,460	1,211,775	1,682,347	1,499,364	992,843	61.66	254,088	564,174
1941	5,413,972	3,709,921	615,583	1,000,375	555,970	1,148,081	1,009,592	557,672	68.52	239,438	543,954
1940	4,354,712	3,131,598	508,828	826,242	402,953	820,161	690,554	243,148	71.91	216,522	547,333
	4,050,047	2,959,438	477,697	773,080	361,617	728,992	595,961	141,134	73.07	179,412	512,283
	3,616,072	2,762,681	431,021	683,529	346,236	507,155	376,865	-87,468	76.40	136,270	521,758
	4,226,325	3,165,154	508,319	834,820	351,013	730,158	597,841	146,351	74.89	227,596	532,237
	4,108,658	2,978,566	466,284	790,240	324,858	810,434	675,600	221,591	72.37	231,733	548,452
1935	3,499,126	2,630,177	404,105	688,678	240,760	626,973	505,415	52,177	75.17	202,568	559,187
1934	3,316,861	2,479,997	375,410	644,989	243,646	592,034	465,896	23,282	74.77	211,767	569,760
1983	3,138,186	2,285,218	331,653	605,409	253,522	598,222	477,326	26,543	72.82	158,790	590,230
1932	3,168,537	2,441,814	361,337	625,606	279,263	446,417	325,332	-121,630	77.06	150,774	591,340
1931	4,246,385	3,273,906	544,300	825,923	308,492	663,084	528,204	169,287	77.10	401,463	592,866
1930	5,356,484	3,993,621	723,525	1,030,482	353,881	1,007,907	874,154	577,923	74.56	603,150	588,742
1929	6,373,004	4,579,162	877,067	1,216,045	402,698	1,389,955	1,262,656	977,230	71.85	560,902	580,770
1928	6,212,464	4,508,606	861,846	1,181,251	395,631	1,306,620	1,182,467	855,018	72.57	510,018	578,831
1927	6,245,716	4,662,521	895,063	1,234,655	383,112	1,198,547	1,077,842	741,924	74.65	567,281	583,452
1926	6,508,679	4,766,235	894,886	1,300,680	396,538	1,344,010	1,229,020	883,422	73.23	473,683	581,709
1925	6,246,884	4,633,497	844,186	1,278,227	365,790	1,245,622	1,136,728	771,058	74.17	409,645	583,875
1924	6,045,252	4,608,807	821,793	1,279,680	347,437	1,086,578	984,463	623,399	76.24	385,130	588,301
1923	6,419,210	4,999,383	843,224	1,485,555	339,577	1,078,226	974,918	632,118	77.88	411,882	551,705
1922	5,674,483	4,509,991	755,080	1,269,971	308,145	854,779	769,411	434,459	79.48	338,806	538,594
1921	5,632,665	4,668,998	787,537	1,271,921	283,163	678,551	601,139	350,540	82.89	456,482	529,398
1920	6,310,151	5,954,394	1,069,436	1,613,950	289,272	75,402	12,101	481,951	94.36	331,103	500,354
1919	5,250,420	4,498,817	800,912	1,245,264	239,136	511,546	454,132	496,609	85.68	335,242	476,075
1918	4,985,290	4,071,522	673,084	1,120,611	229,533	684,004	646,223	442,336	81.67	339,186	468,286
1917	4,115,413	2,906,283	460,447	700,073	218,632	988,776	950,557	658,225	70.62	381,852	474,123
1916	3,691,065	2,426,251	439,195	609,105	161,825	1,102,171	1,058,506	735,341	65.73	366,561	481,426

Series Q 367-377. Railroad Income and Expenses, and Interest and Dividends: 1890 to 1970—Con. [In thousands of dollars, except as indicated]

				Inc	come and expe	nses				Interest and	l dividends ¹
		О	perating expen	ses					Ratio of oper- ating expenses		Interest
Year ending—	Operating revenue	Total	Maintenance of way and structures	Maintenance of equipment	Tax accruals	Operating income	Net oper- ating income	Net income 1	to operating revenues (percent)	Dividends declared	accrued on funded debt
	367	368	369	370	371	372	373	374	375	376	377
june 30											
1916 1915 1914 1913 1912 1911	3,472,642 2,956,193 3,127,730 53,193,118 2,906,416 2,852,855	2,277,202 2,088,683 2,280,416 52,235,923 2,035,058 1,976,332	421,501 381,532 5419,278 5421,232 367,448 366,025	570,326 509,819 5532,139 5511,561 450,373 428,367	150,015 137,775 140,470 6 122,005 113,819 102,657	1,044,603 729,069 706,844 5835,190 757,540 773,866	1,002,935 694,276 674,190 5805,266 727,458 744,669	671,398 354,787 395,492 546,761 453,125 547,281	65.58 70.65 72.91 570.02 70.02 69.28	342,109 328,478 451,653 369,078 400,315 460,195	474,535 464,186 442,595 6434,753 429,027 410,327
1910 1909 1908 1907 1906 1905 1904 1903 1902 1901	2,440,639 2,589,106 2,325,765 2,082,482 1,975,174 1,900,847 1,726,380 1,588,526	1,881,879 1,650,034 1,710,402 1,748,516 1,536,877 1,390,602 1,338,896 1,257,539 1,116,249 1,030,397	368,507 308,450 329,373 343,545 311,721 275,046 261,280 266,422 248,382 231,057	413,110 363,913 368,354 368,062 328,555 288,441 267,185 240,430 213,381 190,300	58,712 56.802	832,228 738,032 651,562	805,097 710,474 634,794 766,846 719,824 633,168 579,476 590,056 560,077 511,421	583,191 441,063 443,987 488,014 484,229 364,811 317,308 338,324 314,989 273,450	66.92 66.72 70.08 67.53 66.08 66.78 67.79 66.16 64.66 64.86	405,771 321,072 390,695 308,089 272,796 237,964 221,941 196,728 185,392 156,736	399,582 382,675 368,296 344,243 322,556 310,632 297,675 283,953 274,422 262,095
1900 1899 1898 1897 1896 1895 1894 1893 1892 1891 1890	1,487,045 1,313,610 1,247,326 1,122,090 1,150,169 1,075,371 1,073,362 1,220,752 1,171,407 1,096,761 1,051,878	961,429 856,969 817,973 752,525 772,989 725,720 731,414 827,921 780,998 731,888 692,094	211, 221 180, 411 173, 315 159, 484 160, 345 143, 976 143, 669 169, 258 164, 189 153, 672 152, 719	181,174 150,919 142,625 122,762 133,382 113,789 112,895 136,876 128,712 117,048 114,039			481,171 412,244 387,424 328,446 339,219 311,505 305,391 357,760 357,658 332,822 329,978	252,760 177,225 147,167 85,802 94,794 60,133 60,174 114,015 120,091 114,965 106,270	64.65 65.24 65.58 67.06 67.20 67.48 68.14 67.82 66.67 66.73 65.80	139,598 111,010 96,153 87,111 87,603 85,288 95,515 100,930 97,615 91,118 87,072	252,950 251,158 246,127 247,880 249,624 252,513 252,780 250,177 240,075 219,521 221,500

^{*} Denotes first year for which figures include Alaska and Hawaii.
1 Includes lessors.
2 After extraordinary and prior period items.
3 Includes \$10,000 dividend declared from "capital surplus."

Series Q 378-384. Railroad Tax Accruals: 1921 to 1970

[In millions of dollars. Class I railroads]

			U.S. (Government	taxes						U.S. C	Governmen	t taxes		
Year	Total	Total	Old-age retire- ment	Un- employ- ment insurance	Income and excess profits	All other	Other taxes	Year	Total	Total	Old-age retire- ment	Un- employ- ment insurance	Income and excess profits	All other	Other taxes
	378	379	380	381	382	383	384		378	379	380	381	382	383	384
1970 1969	1,068.5 1,029.1 946.6 910.2 968.4	665.3 640.0 579.6 544.3 626.4	468.3 422.3 398.9 359.3 318.1	107.6 110.6 113.8 117.5 121.0	88.4 106.2 66.1 66.3 186.3	1.0 .9 .8 .9 1.0	403.2 389.1 366.7 365.8 342.0	1945 1944 1943 1942 1941	823.5 1,846.0 1,849.2 1,198.8 547.2	548.0 1,560.4 1,578.5 950.6 323.3	119.8 120.2 110.0 85.5 69.1	110.8 110.8 101.6 85.5 69.0	305.7 1,304.4 1,335.1 755.1 173.8	11.9 25.0 31.8 24.5 11.4	275.5 285.6 270.7 248.2 223.9
1965 1964 1963 1962 1961	916.5 870.6 886.4 905.0 991.1	560.4 524.0 539.5 540.0 608.2	271.2 256.3 242.3 246.0 233.8	124.0 128.3 131.6 135.8 130.1	163.7 137.9 164.1 156.8 242.5	1.5 1.6 1.5 1.5	356 .1 346 .6 346 .9 365 .0 382 .9	1940 1989 1938 1937 1936	396.4 355.7 340.8 325.7 319.8	181.5 118.7 75.4 66.7 91.8	58.2 50.3 47.1 25.1 47.3	58.2 28.7 5.9 4.5 8.8	59.9 32.8 18.9 32.0 30.7	5.2 6.9 3.5 5.1 5.0	214.9 237.0 265.4 259.0 228.0
1960 1959 1958 1957 1956	998.8 1,047.6 957.2 1,068.4 1,121.3	598.6 643.4 559.0 664.2 728.5	253.2 244.7 225.5 258.7 269.3	141.0 129.2 90.3 82.9 64.9	202.9 267.6 240.9 320.3 392.0	1.6 1.9 2.2 2.4 2.3	400.2 404.2 398.2 404.2 392.8	1935 1934 1933 1932 1931	236.9 239.6 249.6 275.1 303.5	24.7 19.8 19.3 11.9 10.2			18.9 14.3 12.7	5.8 5.5 6.6	212.2 219.8 230.3 263.2 293.3
1955 1954 1953 1952 1951	1,080.4 861.3 1,185.0 1,261.8 1,203.3	700.9 499.6 822.4 906.4 855.8	262.5 250.6 266.8 269.8 264.1	21.3 20.0 21.2 21.6 22.0	414.3 226.4 533.1 612.6 567.1	2.7 2.6 1.3 2.4 2.6	379.5 361.7 362.6 355.4 347.5	1930 1929 1928 1927 1926	348.6 396.7 389.4 376.1 388.9	39.9 89.4 88.0 84.6 108.3					308.6 307.2 301.4 291.5 280.6
1950 1949 1948 1947 1946	1,194.6 832.5 1,028.5 936.4 498.1	866.5 517.8 721.2 654.0 242.1	242.1 233.8 243.9 232.2 136.9	20.2 19.4 21.1 121.2 117.4	601.2 261.6 448.4 297.6 -15.7	3.0 3.0 7.9 3.0 3.4	328.1 314.7 307.3 282.4 256.0	1925 1924 1923 1922 1921	358.5 340.3 331.9 301.0 275.9	86.5 73.4 77.1 51.9 37.3					272.0 266.9 254.8 249.1 238.6

 $^{^4}$ Includes unusual items, amounting to \$76,300,000, not representing cash. 5 Class I and II railroads. 6 Class I and II railroads and their lessor subsidiaries.

Series Q 385-387. Railroad Highway Grade Crossings: 1925 to 1970

[Class I railroads. Includes switching and terminal companies]

Year	Total	Specially protected	Eliminated during year by separation of grades	Year	Total	Specially protected	Eliminated durng year by separation of grades
	385	386	387		385	386	387
1970	218,723 220,165 221,653 223,735 224,518 225,394 225,938 223,381	46,674 45,961 45,502 45,213 44,432 44,333 43,990 43,484 43,127 42,256 42,267 41,720 41,155 39,884	95 49 207 132 173 59 159 72 182 100 102 130 78 118	1945 1944 1943 1942 1941 1940 1939 1938 1937 1936 1935 1934 1934 1932	226, 153 226, 357 226, 938 227, 722 230, 285 231, 104 231, 400 232, 322 232, 902 234, 231 234, 820 235, 827 237, 035	33,321 33,211 33,124 33,075 32,859 32,421 31,775 31,448 31,119 30,466 30,206 30,226 30,628 30,809	7 14 37 149 182 209 204 235 400 521 164 231 221 189
1956	224,519 226,318 226,522 227,110 227,291 227,415 227,364 226,791 226,844 226,501 226,143	39,324 39,060 38,528 37,242 36,682 35,243 34,507 33,789 33,320	84 80 53 95 50 61 53 26 24	1981 1930 1929 1928 1927 1926 1925	288,017 240,673 242,809 240,089 236,283 235,158 238,633	31,052 30,287 30,190 29,215 28,724 27,927 27,241	361 403 275 270 245 195

Series Q 388-397. Fuel Received, Ties and Rails Laid, and Purchases by Railroads: 1917 to 1970 [Class I line-haul railroads]

]	Fuel received 1		New	Cross-t	ies laid		Purc	hases	
Year	Bituminous coal	Fuel oil	Diesel oil	rails laid	Total	Treated	Total, incl. miscellaneous	Fuel	Forest products	Iron and steel products
	388	389	390	391	392	393	394	395	396	397
	1,000 short tons	Mil. gal.	Mil. gal.	1,000 short tons	1,000	1,000	Mil. dol.	Mil. dol.	Mil. dol.	Mil. dol.
1970	1 1 2 2 3	33 42 47 65	3,812 3,924 3,922 3,889 3,925	549 575 547 474 605	19,611 20,088 19,006 17,458 17,699	19,473 19,895 18,811 17,319 17,399	1,654 1,584 1,591 1,605	446 439 415 401	123 104 126 125	454 425 462 483
1965	4	77	3,742	446	16,982	16,731	1,498	374	104	447
1964	7	85	3,630	383	16,546	16,488	1,476	365	97	437
1963	1,566	221	3,636	370	15,120	15,027	1,401	376	85	396
1962	1,834	229	3,578	312	15,206	15,138	1,311	364	81	374
1961	1,870	224	3,507	293	13,427	13,357	1,262	366	70	334
1960	2,229	233	3,560	382	16,417	16,290	1,463	365	97	446
1959	2,717	237	3,620	481	18,267	18,077	1,430	392	93	419
1958	3,658	239	3,453	413	17,722	17,426	1,231	376	76	320
1957	8,160	279	3,633	782	25,123	24,497	1,816	460	128	609
1956	12,280	443	3,639	883	27,323	26,848	1,884	477	155	613
1955	15,188	613	3,453	963	27,173	26,490	1,637	454	119	51.0
1954	15,964	656	3,160	993	25,728	24,531	1,425	433	114	406
1953	28,005	1,153	3,067	1,302	38,462	32,144	1,920	510	176	613
1952	37,829	1,668	2,759	1,086	34,231	32,910	1,818	539	177	518
1951	54,226	2,335	2,323	1,282	32,457	30,804	2,176	621	188	704
1950	63,906	2,519	1,923	1,368	33,091	31,553	1,740	609	121	510
1949	64,671	2,638	1,486	1,448	32,926	31,198	1,641	564	142	454
1948	98,826	3,759	1,170	1,548	40,472	38,281	2,183	833	166	590
1947	109,884	4,052	785	1,639	40,206	37,920	1,909	692	172	504
1946	108,148	4,144	544	1,388	40,150	37,671	1,571	553	149	416
1945	123,007	4,706	441	1,823	46,624	43,657	1,572	555	137	418
1944	135,579	4,744	316	1,773	51,259	47,695	1,611	586	159	432
1943	129,738	4,802	219	1,448	49,344	44,822	1,394	527	150	340
1942	120,910	4,185	174	1,353	53,241	47,932	1,260	426	115	354
1941	104,100	3,368	114	1,855	50,077	43,872	1,161	850	104	380

RAIL TRANSPORTATION

Series Q 388-397. Fuel Received, Ties and Rails Laid, and Purchases by Railroads: 1917 to 1970—Con.

		Fuel received ¹		New	Cross-ti	ies laid		Purc	hases	
Year	Bituminous coal	Fuel oil	Diesel oil	rails laid	Total	Treated	Total, incl. miscellaneous	Fuel	Forest products	Iron and steel products
	388	389	390	391	392	393	394	395	396	397
	1,000 short tons	Mil.	Mil. gal.	1,000 short tons	1,000	1,000	Mil- dol.	Mil. dol.	Mil. dol.	Mil. $dol.$
1940 1939 1938 1938 1937	88,595 81,813 74,784 91,718 91,707	2,752 2,573 2,426 2,875 2,569	78 44	1,134 992 679 1,163 1,043	45,326 46,410 42,508 49,788 49,117	38,698 39,654 34,589 39,674 38,206	854 769 583 966 803	274 257 244 294 272	82 70 57 105 77	264 236 127 311 239
1935 1934 1938 1938 1932	81,286 79,494 75,487 74,670 91,136	1,943		658 715 457 456 1,154	45,260 44,131 38,007 40,187 54,449	33,939 32,367 26,818 30,107 41,851	593 600 466 445 695	233 217 181 178 245	57 64 42 52 76	135 151 104 95 189
1930 1929 1928 1927	108,651 124,152 119,820 130,606 139,602	2,870 3,208 2,847 2,921 3,173		1,783 2,281 2,404 2,477 2,475	69,325 81,964 84,585 86,243 280,746	54,529 64,724 64,331 62,963 255,558	1,039 1,330 1,271 1,396 1,559	307 364 385 439 473	135 158 161 176 186	305 407 375 407 507
1925 1924 1923 1922	131,452 126,340 157,900 120,654 127,680	3,114 3,095 3,017		2,184 2,006 1,937 1,557 1,640	82,717 83,078 84,435 86,642 86,522	50,090 44,490 41,656 40,630 36,072	1,392 1,343 1,739	ll .	1	
1920 1919 1918 1917				1,581 2,615 2,109 2,293	86,829 80,903 76,139 79,070					

Series Q 398-409. Railroad Employment and Wages, and Accidents and Fatalities: 1890 to 1970

[Statistics on accidents and fatalities not strictly comparable because of changing definition of a reportable accident]

		tatistics on a										
	Emplo	oyees ¹			P	ailroad accide	ents and fata	lities (all stea	m railroads)			
			Tot	tal	Passen	gers 2 3	Emplo	yees 4	Other pe	ersons 3	Trespa	ssers 3 5
Year ending—	Number	Compen- sation	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	398	399	400	401	402	403	404	405	406	407	408	409
	1,000	Mil. dol.										
DECEMBER 31									- 450	0.007	593	646
1970 1969 1968 1967	602	5,646 5,451 5,197 5,026 4,975	2,225 2,299 2,359 2,483 2,684	21,327 23,356 24,608 24,523 25,552	8 6 11 12 23	489 862 1,329 1,054 1,244	172 190 150 176 168	16,285 17,255 18,116 18,055 18,651	1,452 1,476 1,570 1,649 1,815	3,907 4,565 4,500 4,718 4,955	627 628 646 678	674 663 696 702
1965 1964 1963 1962	655 675 691	4,887 4,758 4,690 4,722 4,684	2,399 2,423 2,141 2,106 2,127	25,789 27,614 27,456 26,880 27,118	11 8 13 27 17	1,189 1,489 2,135 2,109 1,887	184 188 173 190 145	19,183 20,499 19,992 19,783 20,194	1,570 1,608 1,384 1,272 1,341	4,799 4,915 4,671 4,360 4,359	634 619 571 617 624	668 711 658 678 678
1960* 1959 1958 1957	793 828 853	4,957 5,049 4,991 5,422 5,388	2,248 2,094 2,311 2,393 2,578	19,577 19,909 19,343 18,688 28,676	32 10 61 15 57	1,463 1,352 1,628 1,566 2,756	198 178 187 195 288	13,710 14,198 13,805 12,246 19,608	1,401 1,265 1,352 1,441 1,415	3,840 3,740 3,750 4,259 5,588	617 641 711 742 818	564 619 660 617 724
1955 1954 1953 1952 1951	1,071	5,045 4,907 5,381 5,382 5,328	2,761 2,575 3,039 3,011 3,459	27,840 25,547 29,214 30,001 34,454	24 30 49 24 150	2,253 2,247 2,503 2,049 3,184	282 235 343 386 432	19,011 17,219 20,170 21,339 24,266	1,588 1,440 1,603 1,558 1,735	5,896 5,854 5,745 5,806 6,178	867 870 1,044 1,043 1,142	680 727 796 807 826
1950	1,237 1,209 1,345	4,645 4,469 4,821 4,399 4,214	3,486 3,426 3,883 4,285 4,508	33,267 32,123 43,107 48,819 52,026	180 37 59 79 128	3,419 2,545 3,607 4,246 4,714	392 450 622 791 738	22,586 22,993 31,961 36,880 39,472	1,699 1,652 1,757 1,935 2,007	6,320 5,664 6,575 6,675 6,853	1,215 1,287 1,445 1,480 1,635	942 921 964 1,018 987
1945	1 /39	3,901 3,898 3,556 2,966 2,360	4,812 4,908 5,051 5,337 5,191	61,515 61,251 60,348 48,123 37,829	156 267 278 122 48	4,840 4,854 5,166 3,501 3,009	972 1,087 1,072 1,005 807	48,632 48,613 46,971 36,032 25,866	2,092 2,004 1,946 2,197 2,141	7,031 6,820 7,076 7,237 7,378	1,592 1,550 1,755 2,013 2,195	1,012 964 1,135 1,353 1,576

 $^{-\,}$ Represents zero. $^{\scriptscriptstyle 1}$ Beginning 1964, represents fuel consumed by locomotives and rail motor cars.

² Figures for this and earlier years less inclusive than for later years.

Series Q 398-409. Railroad Employment and Wages, and Accidents and Fatalities: 1890 to 1970—Con.

	Emplo	oyees 1			R	ailroad accid	ents and fata	lities (all stea	m railroads)			
	N	Compen-	To	tal	Passen	gers ^{2 3}	Emplo	yees 4	Other p	ersons ³	Trespa	issers 3 5
Year ending—	Number	sation	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	398	399	400	401	402	403	404	405	406	407	408	409
	1,000	Mil. dol.										
DECEMBER 31— Con.												
1940 1939 1938 1937 1936	1,046 1,007 958 1,137 1,086	1,991 1,889 1,771 2,014 1,874	4,740 4,492 4,649 5,502 5,550	29,606 28,144 27,275 36,713 34,723	83 40 81 34 41	2,597 2,580 2,345 2,594 2,548	588 536 513 712 720	18,350 17,383 16,569 24,114 22,409	1,979 1,564 1,695 2,102 1,988	6,886 6,225 6,253 7,703 7,348	2,095 2,352 2,360 2,654 2,801	1,773 1,956 2,108 2,302 2,418
1935 1934 1933 1932 1931		1,666 1,541 1,424 1,535 2,125	5,258 5,020 5,180 4,905 5,271	28,108 28,641 27,516 29,232 35,671	30 38 51 27 46	1,949 1,945 2,067 1,912 2,104	600 556 533 579 677	16,742 17,338 15,932 17,742 23,358	1,842 1,729 1,704 1,722 2,059	6,711 6,573 5,915 6,214 7,232	2,786 2,697 2,892 2,577 2,489	2,706 2,785 3,602 3,364 2,977
1930	1,517 1,694 1,692 1,776 1,822	2,589 2,940 2,874 2,963 3,002	5,665 6,690 6,680 6,992 7,090	49,443 77,013 86,205 104,817 130,235	61 114 91 88 152	2,666 3,846 3,468 3,893 4,461	977 1,428 1,329 1,570 1,672	35,872 60,739 70,873 88,223 111,903	2,218 2,724 2,773 2,608 2,705	8,230 10,082 9,497 9,976 11,326	2,409 2,424 2,487 2,726 2,561	2,675 2,346 2,367 2,725 2,545
1925		2,916 2,883 3,062 2,693 2,824	6,766 6,617 7,385 6,325 5,996	187,435 143,739 171,712 184,871 120,685	171 149 138 200 205	4,952 5,354 5,847 6,153 5,584	1,599 1,543 2,026 1,657 1,446	119,224 125,319 152,678 117,197 104,530	2,412 2,369 2,442 2,038 4,345	10,571 10,213 10,140 8,677 10,571	2,584 2,556 2,779 2,430	2,688 2,853 3,047 2,844
1920	2,076 1,960 1,892	3,754 2,898 2,665 1,783 1,507	6,958 6,978 9,286 10,087 10,001	168,309 149,053 174,575 194,805 196,722	229 273 471 301 246	7,591 7,456 7,316 7,582 7,152	2,578 2,138 3,419 3,199 2,941	149,414 131,018 156,013 174,247 176,923	4,151 4,567 5,396 6,587 6,814	11,304 10,579 11,246 12,976 12,647		
JUNE 80				100 855	200	5 400	0.007	7.00.000	4 400	10.004		
1916 1915 1914 1913 1912 1911	1,654 1,548 1,710 61,815 1,716 1,670	1,404 1,278 1,381 61,374 1,252 1,208	9,364 8,621 10,302 10,964 10,585 10,396	180,375 162,040 192,662 200,308 169,538 150,159	289 199 232 350 283 299	7,488 10,914 13,887 15,130 14,938 12,042	2,687 2,152 3,259 3,715 3,635 3,602	160,663 138,092 165,212 171,417 142,442 126,039	6,438 6,270 6,811 6,899 6,667 6,495	12,224 13,034 13,563 13,761 12,158 12,078		
1910	1,699 1,503 1,436 1,672 1,521	1,144 988 1,035 1,072 901	9,682 8,722 10,188 11,839 10,618	119,507 95,626 104,230 111,016 97,706	324 253 381 610 359	12,451 10,311 11,556 13,041 10,764	3,382 2,610 3,405 4,534 3,929	95,671 75,006 82,487 87,644 76,701	5,976 5,859 6,402 6,695 6,330	11,385 10,309 10,187 10,331 10,241		
1905 1904 1903 1902	1,382 1,296 1,313 1,189 1,071	840 818 757 676 611	9,703 10,046 9,840 8,588 8,455	86,008 84,155 76,553 64,662 53,339	537 441 355 345 282	10,457 9,111 8,231 6,683 4,988	3,361 3,632 3,606 2,969 2,675	66,833 67,067 60,481 50,524 41,142	5,805 5,973 5,879 5,274 5,498	8,718 7,977 7,841 7,455 7,209		
1900 1899 1898 1897 1896	929 875 823 827	577 523 495 466 469	7,865 7,123 6,859 6,437 6,448	50,320 44,620 40,882 36,731 38,687	249 239 221 222 181	4,128 3,442 2,945 2,795 2,878	2,550 2,210 1,958 1,693 1,861	39,643 34,923 31,761 27,667 29,969	5,066 4,674 4,680 4,522 4,406	6,549 6,255 6,176 6,269 5,845		
1895 1894 1893 1892 1891	785 780 874 821 784	446	6,136 6,447 7,346 7,147 7,029	33,748 31,889 40,393 36,652 33,881	170 324 299 376 298	2,875 3,034 3,229 3,227 2,972	1,811 1,823 2,727 2,554 2,660	25,696 23,422 31,729 28,267 26,140	4,155 4,300 4,320 4,217 4,076	5,677 5,433 5,435 5,158 4,769		
1890	749		6,335	29,027	286	2,425	2,451	22,396	3,598	4,206		

^{*} Denotes first year for which figures include Alaska and Hawaii.

1 See headnote for series Q 367-377.

2 Passengers on trains and travelers not on trains.

3 Casualties sustained in nontrain accidents included with "Other persons." Nontrain accidents are those not caused directly by operation or movement of trains, locomotives, or cars, but attributable to shop machinery or use of tools and apparatus that result in reportable casualties.

⁴ Prior to 1921 casualties sustained by employees not on duty in nontrain accidents included with "Other persons."

⁵ Trespassers included with "Other persons" prior to 1922.

⁶ Class I and II railroads.

RAIL TRANSPORTATION

Series Q 410-412. Pullman Company Operations: 1915 to 1968

~~~	o						
Year	Average miles of road over which operations conducted	Revenue passenger- miles ¹ (millions)	Employees	Year	Average miles of road over which operations conducted	Revenue passenger- miles ¹ (millions)	Employees
	410	411	412		410	411	412
1968 1967 1966	33,464 42,713 45,807	1,002 1,434 1,969	2,945 4,179 4,905 5,347	1940 1939 1938 1937	109,595 109,886 110,728 111,507 111,522	8,214 8,485 8,270 9,170 8,355	20,877 21,335 20,750 23,406 21,711
1965	52,994 59,798 61,278 63,035	2,014 2,218 2,516 2,905 3,046	5,544 5,902 6,392 6,688	1935 1934 1933	112,117 112,420 112,298 118,061 125,703	7,146 6,891 6,142 6,757 9,891	20,436 19,066 15,887 17,132 22,546
1960	71,448	3,358 3,462 4,300 5,388 6,630	7,320 8,020 10,234 14,890 16,793	1981 1980 1929 1928	129,578 130,019 128,753 123,334	12,516 14,059 13,938 14,099	26,165 29,250 26,815 27,359
1955	91,920 94,518 96,390	6,882 7,271 8,200 9,336 9,893	18,061 19,866 21,529 22,588 23,862	1925 1924 1923 1923	126,907 126,840 124,795 124,794 123,547	14,409 14,016 13,082 12,982 11,759	26,185 26,919 25,091 23,579 19,066
1950	104,287 104,940 105,950	10,558 10,544 12,172 13,516 20,672	22,820 22,286 23,724 29,046 36,982	1920 1919 1918 1918		11,295 14,834 13,720 10,679 11,072	
1945 1944 1943 1942 1941	103,766 104,128 106,408	27,276 28,267 25,891 19,072 10,070	41,601 39,703 33,182 26,591 22,704	1915		9,285 8,925	

¹¹⁹³⁹⁻¹⁹⁶⁷ includes Puliman operations on Canadian and Mexican railroads; excludes chartered car operations.

# Water Transportation (Series Q 413-564)

#### Q 413-564. General note.

Basic governmental sources of historical merchant-marine and water-traffic statistics include American State Papers: Class IV, Commerce and Navigation, vols. 1 and 2, for 1789-1823; the various annual issues of Foreign Commerce and Navigation of the United States, for 1821-1946, originally issued by the Register of the Treasury and then by the Treasury Department, later by the Department of Commerce and Labor, and finally by the Department of Commerce; the Annual Report of the Commissioner of Navigation, 1884-1923, the issuance of which followed a similar succession beginning with the Treasury Department; annual issues of Merchant Marine Statistics, 1924-1965, originally prepared by the Department of Commerce as successor to the statistical section of the Annual Report of the Commissioner of Navigation, and issued annually by the Bureau of Customs until 1965, supplemented by records of the U.S. Coast Guard, and the various annual issues of the Annual Report of the Office of the Chief of Engineers, Corps of Engineers. The Statistical Abstract of the United States, a secondary source, also contains historical merchantmarine and water-traffic statistics. The Statistical Abstract has been issued by the following agencies: 1878-1902, Bureau of Statistics, Treasury Department; 1903-1911, Bureau of Statistics, Department of Commerce and Labor; 1912, Bureau of Foreign and Domestic Commerce, Department of Commerce and Labor; 1913-1937, Bureau of Foreign and Domestic Commerce, Department of Commerce; 1938 and thereafter, Bureau of the Census, Department of Commerce.

Congressional documents also contain historical series on the merchant marine, foreign commerce, and related fields. For 1789-1882, a particularly valuable collection of documents was found in the library of the Department of Commerce, bound together under the title Decadence of American Shipping and Compulsory Pilotage. The documents included are as follows: Foreign Commerce and Decadence of American Shipping, H. R. Ex. Doc. No. 111, 41st Congress, 2d session; Causes of the Reduction of American Tonnage and the Decline of Navigation Interest . . . , H. R. Report No. 28, 41st Congress, 2d session; Foreign Commerce and the Practical Workings of Maritime Reciprocity, H. R. Ex. Doc. No. 76, 41st Congress, 3d session; Causes of the Decadence of Our Merchant Marine; Means for Its Restoration and the Extension of Our Foreign Commerce, H. R. Report No. 342, 46th Congress, 3d session; American Shipping, H. R. Report No. 1827, 47th Congress, 2d session; American Merchant Marine, H. R. Report No. 363, 48th Congress, 1st session; Ship-Building and Ship-Owning Interests, H. R. Report No. 750, 48th Congress, 1st session; and reports of lesser interest, H. R. Misc. Doc. No. 37 and Report No. 1848, both of the 48th Congress, 1st session.

Since 1921, publications of the Maritime Commission and its predecessor agencies should also be consulted, particularly the reports entitled, Ocean-Going Merchant Fleets of Principal Maritime Nations, Iron and Steel, Steam and Motor, Vessels of 2,000 Gross Tons and Over, issued quarterly or semiannually, 1921–1941, and Employment of American Flag Steam and Motor Merchant Vessels of 1,000 Gross Tons and Over, issued quarterly, 1923–1941. Finally, the Bureau of the Census (and its predecessor Census Office) published the results of five censuses of water transportation, for the years 1880, 1889, 1906, 1916, and 1926 (see general note for series Q 414–505, below).

#### Q 413. Persons entering the United States by ship, 1933-1970.

Source: U.S. Department of the Treasury, Annual Report of the Secretary of the Treasury on the State of the Finances, various issues.

Data include persons entering by documented vessels, excluding ferryboats.

#### Q 414-505. General note.

Statistics on documented merchant vessels and shipbuilding are from Merchant Marine Statistics, various annual issues, supplemented by records of the U.S. Coast Guard. Many are from the 1936 issue. Some of the estimates from the 1936 report have been modified, however, as explained below in table II. The text statements, and the correction of errors found in the published tables are based on reference to the primary sources, as follows: For 1789–1823, see American State Papers: Class IV, Commerce and Navigation, vols. 1 and 2 (published in 1834); for 1821–1892, see annual issues of Commerce and Navigation of the United States; for 1884–1923, see issues of Annual Report of the Commissioner of Navigation; for 1924–1945, see annual issues of Merchant Marine Statistics.

Of the Maritime Commission reports cited in the general note for series Q 413-564, above, the first, Ocean-Going Merchant Fleets..., provides data for each leading maritime nation on ocean-going merchant vessels of 2,000 gross tons and over, showing number and tonnage of such fleets classified by age, speed, size, boilers, engines, draft, etc., by major vessel type. The second, Employment of American Flag Steam and Motor Merchant Vessels..., shows for seagoing merchant vessels of 1,000 gross tons and over the number and tonnage of such vessels employed in U.S. foreign and domestic trade, arranged by major vessel type, ownership (government and private), and area of operation.

Census statistics on water transportation are not presented here. For reports of these censuses, see *Tenth Census Reports*, vol. IV, Report on Agencies of Transportation, 1880; Eleventh Census Reports, Report on Transportation Business, part 1, "Transportation by Water"; Transportation by Water, 1906; Water Transportation, 1916; and Water Transportation, 1926.

The first census, for 1880, was limited to steam vessels. The report of this census includes a detailed history of steam navigation in the United States with separate discussion and single-year construction statistics by geographic region, from the beginning to 1880. (See T. C. Purdy, "Report on Steam Navigation in the United States," Tenth Census Reports, 1880, vol. IV.) The report of the shipbuilding census, also taken the same year, includes a detailed technical history of shipbuilding in all aspects, with particular reference to sailing craft. Single-year figures are shown for New England shipbuilding, 1674–1714, classified by type of vessel and place where built. (See Henry Hall, "Report on the Ship-Building Industry of the United States," Tenth Census Reports, 1880, vol. VIII.)

The censuses of 1889 and 1906 included all classes of vessels. However, the 1889 census included fishing vessels for the Pacific Division only and the 1906 census excluded fishing vessels. The censuses of 1916 and 1926 provided data for all U.S. vessels and craft of 5 tons net register and over, documented and undocumented, whether propelled by machinery or sails, or unrigged, except that certain specified types of vessels were excluded. (See Bureau of the Census, Water Transportation, 1926, p. 5.) While the census reports of 1850 and 1860 contain some statistics relating to water transportation, these statistics apparently were collected by other agencies.

Data shown here are for documented merchant vessels only, ex-

clusive of yachts. The following definitions are those currently applicable:

Documented vessels include all vessels granted registers, enrollments and licenses, or licenses, as "vessels of the United States," and as such have certain benefits and privileges. Vessels of 5 net tons and over owned by citizens of the United States and otherwise complying with the requirements for documentation may be documented to engage in the foreign or coasting trades or the fisheries.

Registers are ordinarily issued to vessels engaged in the foreign trade or the whale fisheries. Historically, this group has included the major portion of the whaling fleet.

Enrollments and licenses are issued to vessels of 20 net tons and over engaged in the coasting trade or fisheries.

Licenses may be issued to vessels of less than 20 net tons engaged in the coasting trade or fisheries.

Undocumented craft are those not registered, enrolled, or licensed-Barges, scows, lighters, and canal boats, without any propelling power of their own, operated exclusively in a harbor, on the canals or other internal waters of a State, or on the rivers or lakes of the United States, not in any case carrying passengers, and vessels under 5 net tons are exempt from the requirements of the laws governing documentation.

Gross tonnage refers to space measurement, 100 cubic feet equaling 1 ton; it is not a measure of weight. Gross tonnage is the capacity of the entire space within the frames and the ceiling of the hull, together with those closed-in spaces above deck available for cargo, stores, passengers, or crew, with certain minor exemptions. Before 1865, 95 cubic feet equaled 1 ton, and the admeasurement method differed in other respects.

Changes in maritime law: Admeasurement method. "Admeasurement" refers to the method of calculating gross tonnage of ships or vessels. The first law of the United States on the subject appears to have been enacted September 1, 1789 (1 Stat. 55). The enactment then made was reenacted with certain minor amendments in the Acts of August 4, 1790 (1 Stat. 169), and of March 2, 1799 (1 Stat. 675), and as so enacted was in force until January 1, 1865.

A basic change in admeasurement method was provided in the act of May 6, 1864, effective January 1, 1865 (13 Stat. 70-72, R. S. 4153, 46 U. S. C. 77). The method described in the act of May 6, 1864, appears to have been substantially the same as that in force in 1945.

For the transition period, 1865–1868, the total tonnage figures for the fleet are "mixed." During those years, the total fleet tonnage was obtained by combining the "old admeasurement" tonnage of vessels not yet readmeasured and the "new admeasurement" tonnage of vessels which had been readmeasured or newly built. For a recapitulation of the "old" and "new" components of the fleet tonnage (not the same vessels) for each year, 1865–1868, see Commerce and Navigation, 1870, p. 798.

No table has been located comparing the tonnage of a substantial number of vessels under "new" and "old" admeasurement; hence, neither the magnitude nor the direction of the change can be stated here. Apparently it varied for different types of vessels. "Brigs, schooners, and sloops measure less under the 'new' admeasurement ... while ships, barks, steamboats, and vessels having closed-in spaces above their hulls have their tonnage largely increased." Further, the difference between "old" and "new" was not believed to affect a comparison of New England shipbuilding for the years 1855 and 1868. (See Treasury Annual Report, 1868, p. 496.)

Another type of change in maritime law affecting the statistics is illustrated by the act of April 18, 1874 (18 Stat. 31), which exempted the greater amount of canalboat and other unrigged tonnage from documentation. (See U.S. Code, title 46, sec. 336.) For 1874–1876,

the "balance sheets of tonnage," published annually in the source volumes, record the removal of 879,000 tons of vessels for this reason alone. However, *Merchant Marine Statistics*, 1936, lists 843,000 tons exempted in 1876, whereas the 1876 balance sheet of tonnage specified 601,000 tons exempted. The reason for this discrepancy is not clear. The tonnage exempted annually, 1874–1936, is shown on pp. 54–55 of *Merchant Marine Statistics*, 1936.

At irregular intervals, steps were taken to remove from the tonnage accounts those vessels lost, abandoned, captured, sold to aliens, etc., which had not been officially reported for removal purposes. From the outset, the failure to remove such vessels annually resulted in a cumulative error which inflated the statistics of tonnage. When general clearances of this cumulative error were made, the effect was concentrated in a single year or a small group of years.

For a basic statement on this subject, see American State Papers, cited above, vol. 1, p. 494, where Albert Gallatin, Secretary of the Treasury, outlines the problem and discusses the first attempt (1800) to deal with it. Recurrently, in the annual tonnage reports found in the source volumes, the problem is discussed, the announcement is made that the rolls have been finally cleared, and assurance is given that the problem has been solved for the future. However, as late as 1867, in spite of repeated clearances in earlier years, the "First Annual Report of the Director of the Bureau of Statistics" stated, "The tonnage returns were swelled with thousands of ghostly ships—ships that had gone to the bottom years ago." (See Annual Report of the Secretary of Treasury, 1867, p. 244.)

In 1869, the Register of the Treasury attributed the entire decline of tonnage reported for 1869 to this factor. (See Treasury Report, 1869, p. 300.) In the same year, Francis A. Walker, Deputy Special Commissioner of Revenue in Charge of the Bureau of Statistics, stated that the process of assigning a number to each vessel and the institution of an annual list of vessels, as required by the Act of July 28, 1866, "has succeeded in clearing from the lists of vessels... a vast amount of purely fictitious tonnage, which have been carried forward from year to year although thousands of vessels which this tonnage originally represented had been meanwhile lost at sea, broken up, or sold abroad." (See Treasury Report, 1869, p. 342.)

In the "balance sheets of tonnage" published annually in the source volumes, clearances of cumulative error are generally identified as "not heretofore credited" to distinguish them from listings of removals of the various types routinely reported as having occurred during the given year.

Some of the more important clearances of this cumulative error, and the tons of shipping thereby removed, were: 1800-1901, 197,000; 1811, amount not stated but the effect is evident in series Q 418; 1818, 182,000; 1829-1830, 604,000; 1837, 96,000; 1841-1842, 267,000; and 1855-1858, 945,000.

In later years, the terms "obsolete," "obsolete, not heretofore reported," and "correction of balance" found in annual balance sheets of tonnage, frequently reflect removal of cumulative errors. Examples are (in tons): 1864, 188,000; 1866, 1,063,000; 1867, 260,000; 1868, 128,000; 1869, 338,000; 1870, 58,000; 1871, 103,000; 1881, 157,000.

Other factors which require that early merchant-vessel statistics should be used with some caution are the following: (1) In some instances, systematic differences in identically described statistical series appear in the source volumes (see text for series Q 433-437) which reflect conflicting series of figures, possibly originating from different primary sources of data (see table II below); (2) transcription and typographical errors have crept into historical tables in the source volumes in the process of repeated recopying and retypesetting; (3) statistically significant footnotes which appeared in early reports frequently were dropped in later years; and (4) caution is suggested in referring back to the earlier volumes in the search for explanations of discrepancies or major changes, since the earlier data may reflect the same or similar errors.

In this volume (see table II below), a number of the copying and typesetting errors have been corrected where the exact nature of the discrepancy could be determined beyond reasonable doubt; several broad differences in figures have been pointed out; and a few detailed tabular notes have been added based on information in various annual issues selected largely at random.

Table II. Merchant Marine Tonnage-Changes in Figures From Those Shown in Source

[Source is Merchant Marine Statistics, 1936]

Series No.	Year	In source volume	In this volume
Q 417	1868	128,118	128,167
	1886	24,131,116	34,131,136
	1868	4,318,309	4,351,758
	1817	41,339,912	51,399,912
	1815	1,368,182	1,368,128
Q 419	1928	14,343,679	14,346,679
	1913	5,335,541	5,333,247
	1851	582,607	583,607
Q 425	1868	2,475,067	2,508,516
	1863	4,357,537	4,579,537
	1824	1,367,453	1,367,553
	1817	1,330,986	1,390,986
Q 426	1921	1,232,728	1,242,728
	1913	1,043,347	1,045,641
	1928	14,064,199	14,064,119
	1858	2,301,408	2,301,148
	1818	589,944	589,954
Q 436	1927	9,432,869	9,532,869
	1856	2,447,663	2,247,663
	1833	101,666	101,636
Q 432	1879	79,855	79,885
	1878	86,447	86,547
	1841	77,783	77,873
	1831	170,189	107,189
Q 435. Q 436. Q 437.	1893 1894 1901 1895	134,308 37,824 83,743 6,978	134,368 37,827 83,783 6,948
Q 459	1895	87,127	67,127
	1894	90,099	80,099
	1885	12,010	121,010
Q 460	1917	52,536	52,526
	1881	54,888	54,488
	1881	59,801	59,861
Q 481	1914 1910 1892 1936	64,523 184,239 60,710 12,511,777 3,141,540	64,550 174,239 60,770 12,511,523 3,174,935
Q 482	1868 1876 1873 1868	1,447,844 1,051,991 1,012,749	1,147,844 1,055,019 1,046,198
Q 485	1873	2,242,890	2,242,862
	1868	1,962,279	1,962,225
	1932	1,856,563	1,856,553
	1887	683,721	783,721
	1868	481,271	481,218

Q 414-416. Employment on U.S. flag merchant vessels-basic wage scale for able-bodied seamen, 1929-1970.

Source: U.S. Maritime Administration, Seafaring Wage Rates, and unpublished data.

Seamen on both coasts receive extra pay for Saturdays and Sundays at sea. Beginning November 1955, West Coast incorporated this extra pay into base wages but East Coast did not. Monthly wage rate represents basic wage, over and above subsistence (board and room), paid to seamen having qualifying experience and employed on U.S. flag merchant vessels.

See also general note for series Q 414-505.

## Q 417-432. Documented merchant vessels, by major classes, material of which built, and trade, 1789-1970.

Source: U.S. Bureau of Marine Inspection and Navigation, Merchant Marine Statistics, 1936 and 1965 (annual report now published by the U.S. Coast Guard), and U.S. Bureau of Customs, unpublished data. (Series Q 427-428, 1884, U.S. Department of the Treasury. Annual Report of Commission of Navigation, 1884, p. 161.)

See also general notes for series Q 413-564 and Q 414-505.

For 1789-1793, tonnage figures are the "duty tonnage," i.e., the tonnage of vessels on which duties were collected during the year. (See American State Papers, cited above in general note for series Q 414-505, vol. 1, p. 895.) The "duty tonnage" appears to have been the tonnage on which duties were collected on registered vessels, including "the repeated voyages of the same vessel," plus tonnage of the enrolled and licensed vessels which paid tonnage duties once each year. (See American State Papers, vol. 1, pp. 494, 498, 528.) Beginning in 1794, "district tonnage returns" were used, derived from reports of District Collectors of Customs, which gave the tonnage of vessels in each district based on registers, enrollments, and licenses outstanding, as of December 31.

For 1794-1801, figures are district tonnage returns, with no attempt to correct for the cumulative error caused by failure to remove vessels lost, abandoned, sold to aliens, etc. (See American State Papers, vol. 1, pp. 494, 499.) The figures for 1800-1801 ignore the first clearing of tonnage accounts which took place during these years. (See American State Papers, vol. 1, pp. 494-499, 527-531.) The correction for the cumulative error for registered vessels only would reduce the 1800 total to 819,571 tons and the 1801 total to 903,235 tons. The sharp drop attributable to the clearing of tonnage accounts would thereby be shifted back to 1800 instead of appearing in 1802.

For 1802-1818, the figures in series Q 418 consist of the "corrected registered" tonnage plus the uncorrected enrolled or licensed tonnage (see 1813 tonnage report in American State Papers, vol. 1, p. 1017). The figures for 1811 and 1818 reflect two additional attempts to clear out the cumulative error of registered vessels improperly retained on the registers. (See American State Papers, vol. 1, pp. 876, 958, and vol. 2, p. 406.)

The figures shown below in table III are those which were derived by a method authorized by Secretary of the Treasury Gallatin. They were reported to Congress in the annual tonnage reports in American State Papers as being the "actual" or "more nearly correct" tonnage.

Table III. "Actual Tonnage" of Documented Vessels: 1800 to 1818 [In thousands of gross tons]

Year	Tons	Year	Tons
1818	1,341 1,264 1,262 1,029 1,032 1,127 1,131 1,329	1808 1807 1806 1805 1804 1803 1802 1801 1800	1,175 1,208 1,166 1,088 983 917 866 850

These were obtained by taking the "corrected registered tonnage" and adding to it the "duty tonnage" for enrolled and licensed vessels. Since duties were paid only once each year on enrolled and licensed vessels, and owners were not likely to pay duties on nonexistent vessels, it was reasoned that the lower "duty tonnage" figure more accurately reflected the true total for the enrolled or licensed craft than did the district returns of tonnage based on outstanding marine documents. This correction for enrolled and licensed craft was dropped after 1818, probably because, beginning 1819, the "duty tonnage" for this group exceeded the district tonnage returns for the group.

In American State Papers, vol. 1, p. 499, the tonnage described as "actual tonnage" in the comparative table for 1794-1799 is, in fact, the district returns of tonnage without correction of any kind. Elsewhere in the tonnage report for 1800 (pp. 494-499), and in tonnage

Number of vessels. ² As shown in table 10, p. 16, of source.
 As shown in table 16, p. 30, of source.
 As shown in table 10, p. 14, of source.
 As shown in table 16, p. 28, of source.

reports for later years, the term "actual tonnage" normally means the district returns based on outstanding marine documents (registers, enrollments, and licenses) corrected for cumulative error. In table III, the term "actual tonnage" is used in the latter sense; the figures are from annual tonnage reports, 1800–1818, in *American State Papers*, vols. 1 and 2.

Q 427-428, vessels, by material of which built. The source publication also classifies tonnage of each material by type of propulsion (steam, motor, sail, canalboat, and barge).

Q 429-432, vessels, by trade in which engaged. The source publication also presents the number of vessels engaged in each type of trade as well as tonnage. The statutes do not recognize for documenting purposes any fisheries except the cod, mackerel, and whale. Vessels engaged in catching any other fish, such as salmon or menhaden, are documented for the mackerel fishery.

Figures in early reports identified as "registered," or as "registered in foreign trade," commonly include the registered vessels engaged in the whale fishery. Accordingly, figures on "whale fishery" found in early reports should be examined carefully to determine whether they represent the entire whaling fleet or only the "enrolled or licensed" portion. The term "fisheries" as used in early volumes refers to cod and, later, to cod and mackerel fisheries. It rarely includes the whale fishery.

In terms of documentation as "registered," "enrolled," "licensed," series Q 429-432 are composed broadly as follows:

Series Q 429 (foreign trade) represents the total "registered" minus "registered whale fishery." The "registered" whaling tonnage is, however, included for 1794–1798.

Series Q 430 (coastwise and internal) represents the portion of the enrolled or licensed group engaged in this trade. The rest of the enrolled or licensed group is in series Q 432 (cod and mackerel fisheries).

Series Q 431 (whale fishery) is the "registered whale fishery" portion of the registered fleet plus the "whale fishery" portion of the enrolled or licensed fleet. For 1794-1798, however, the registered whaling tonnage is not included here, but in series Q 429.

Series Q 432 (cod and mackerel fishery) is the cod and mackerel fishery portion of the enrolled or licensed fleet. The rest of the enrolled or licensed group is in series Q 430 (coastwise and internal).

# Q 433-437. Merchant vessels built and documented, by type, 1797-1964.

Source: See source for series Q 417-432.

The source publication also presents statistics separately for steam, motor, and sailing vessels, canalboats, and barges. Statistics for motor vessels begin in 1893.

Beginning 1938, figures are not comparable with those for earlier years and are probably understated. They represent those vessels built during the 12-month period which were still existent and documented as part of the merchant fleet at the end of the period. Hence, they exclude vessels completed during the period which were lost, sold to U.S. Government, sold to aliens, or otherwise removed from merchant vessel documentation before the end of the period.

See also general notes for series Q 413-564 and Q 414-505.

#### Q 438-448. Merchant vessels completed by U.S. shipyards, 1914-1970.

Source: 1914-1960, American Bureau of Shipping, New York, *The Bulletin*, annual issues. 1961-1970, U.S. Maritime Administration, *New Ship Construction*, annual issues.

See general notes for series Q 413-564 and Q 414-505.

#### Q 449-458. Shipbuilding in private shipyards-summary, 1949-1970.

Source: Shipbuilders Council of America, Washington, D.C., Annual Report, various issues.

#### Q 459-463. Gross tonnage of merchant vessels built and documented, by region, 1840-1936.

Source: U.S. Bureau of Marine Inspection and Navigation, Merchant Marine Statistics, 1936, pp. 46-48, and table 2.

See general notes for series Q 413-564 and Q 414-505.

#### Q 464-466. Gross tonnage of merchant vessels built and documented, by region, 1817-1850.

Source: U.S. Department of the Treasury, fold-in table on the history of shipbuilding (1817-1868) at back of the Annual Report of the Secretary of the Treasury, 1868.

Source also presents figures separately for "The United States," "The Lakes," and "Western Rivers." For a discussion of these data see the *Annual Report*. The source table, with a more detailed discussion appears as Plate XXII in H.R., Ex. Doc. No. 111, 41st Congress, 2d session, where the period covered is extended to 1869, and as Plate X (extended to 1870) in H.R. Ex. Doc. No. 76, 41st Congress, 3d session. These three series do not add to series Q 434.

See also general notes for series Q 413-564 and Q 414-505.

# Q 467-472. Vessels repaired or converted in private shipbuilding and ship repair yards, 1943-1970.

Source: See source for series Q 449-458.

# Q 473-480. Merchant vessels launched and owned-world and United States, 1895-1970.

Source: Lloyd's Register of Shipping, London, England, Statistical Tables, annual issues; and Annual Summary of Merchant Ships Launched in the World, various issues. (copyright.)

## Q 481-486. Documented merchant vessels, by geographic region, 1816-1965.

Source: See source for series Q 417-432. See general notes for series Q 413-564 and Q 414-505.

# Q 486a. Documented merchant vessels, western rivers (Haites), 1811-1868.

Source E. F. Haites, J. Mak, and G. M. Walton, Western River Transportation During the Era of Early Internal Improvements, 1810–1860, Johns Hopkins University Press, 1975, Appendix B (copyright).

This series was calculated by the authors from W. M. Lytle, Merchant Steam Vessels of the United States 1807-1868, Mystic, Conn., The Steamship Historical Society of America, 1952, and Supplements 2 (1954) and 3 (1958), edited by F. R. Holdcamper.

The Lytle List is an alphabetical listing of steamboats based on the original records for documented merchant vessels constructed in the United States between 1807 and 1868. The entry for each steamboat includes its gross measured tonnage (by the pre-1865 calculation), year of construction, port of construction, and year of termination of service. Steamboats operating on the western rivers during this era were of a special design. Steamboats not built on the western rivers were not well suited to operate there; steamboats built to operate there generally did not leave the river system. The western river steamboats were, therefore, isolated on the basis of their port of construction. The number and tonnage of the western river steamboats starting and terminating service each year was then calculated and these series were combined to give the tonnage in operation at the end of the calendar year.

Series Q 486a differs from series Q 486 primarily in the treatment of the steamboats that ceased operation. Figures for series Q 486a exclude steamboats in the year during which they ceased to operate. Figures for series Q 486 exclude such steamboats only at irregular intervals.

See also general notes for series Q 413-564 and Q 414-505.

## Q 487-502. U.S. flag merchant vessels, steam and motor, 1934-1970.

Source: U.S. Maritime Administration, Employment Report of United States Flag Merchant Fleet Oceangoing Vessels 1,000 Gross Tons and Over, annual issues.

See general notes for series Q 413-564 and Q 414-505.

# Q 503-505. Documented merchant vessels, by type of service, 1934-1970.

Source: See source for series Q 417-432.

Series Q 505 includes cable, cod, dredging, elevator, ferry, fireboat, fishing, ice breaker, lightering, oil exploitation, oystering, passenger, pile driving, pilot boat, police boat, patrol boat, refrigerator, towing, waterboat, whaling, welding, wrecking, and miscellaneous. The source presents details for each of these in recent years.

See also general notes for series Q 413-564 and Q 414-505.

#### Q 506-517. General note.

Net tonnage capacity, as used here, refers to net or registered tonnage of the vessel, not weight of cargo. The net tonnage is what remains after deducting from the gross tonnage (defined in general note for series Q 414-505) the spaces occupied by the propelling machinery, fuel, crew quarters, master's cabin, and navigation spaces. It represents, substantially, space available for cargo and passengers. It is the usual basis for tonnage taxes and port charges. The net tonnage capacity of a ship recorded as "entered with cargo" may bear little relation to actual weight of cargo. Gross tonnage and net tonnage are both measures of cubic capacity, not of weight, 100 cubic feet equaling 1 ton. These terms should not be confused with the cargo ton of 2,000 pounds. Tonnage figures shown in series Q 507 and Q 513 for U.S. vessels entered and cleared, respectively, in foreign trade are greater than the total tonnage of U.S. vessels documented for the foreign trade because the "entered" and "cleared" series include tonnage for each vessel as often as it "enters" or "clears" each year. The documented tonnage, series Q 418, includes the tonnage of each vessel once for each year.

These figures include the tonnage of all types of watercraft engaged in the foreign trade, whether entering or clearing with cargo or in ballast, which are required to make formal entrance and clearance under U.S. customs regulations. Vessels engaged in trade on the Great Lakes with Canada as well as in trade with Mexico are also included. Vessels touching at a U.S. port in distress or for other temporary causes without discharging cargo, and Army and Navy vessels carrying no commercial cargo, are not required by customs regulations to enter or clear and thus are not included in the figures.

Vessels are reported as entered at the first port in the United States at which entry is made, regardless of whether any cargo is unladen at that port; arrivals at subsequent ports are not counted. Vessels are reported as cleared from the last port in the United States where loading of outward cargo is completed or where the vessel cleared in ballast; departures from prior ports are not counted.

#### Q 506-508. Vessels entered, all ports, 1789-1970.

Source: 1789–1820, Fred J. Guetter and Albert E. McKinley, Statistical Tables Relating to the Economic Growth of the United States, McKinley Publishing Co., Philadelphia, 1924, p. 39 (copyright). 1821–1879, U.S. Bureau of Marine Inspection and Navigation, Merchant Marine Statistics, 1936, p. 93. 1880–1940, Statistical Abstract of the United States, 1880–1888, 1908 edition, p. 286; 1889–1916, 1916 edition, p. 338; 1917–1930, 1931 edition, p. 474; 1931–1940, 1947 edition, p. 558. (See general note for series Q 413–564 for the visual agencies which have issued the Statistical Abstract.) 1941–1946, U.S. Bureau of the Census, Foreign Commerce and Navigation of the United States, various issues; 1947–1970, same agency, Vessel Entrances and Clearances, Summary Report FT 975, various issues, and unpublished data.

### Q 509. Total vessels entered at seaports, 1840-1970.

Source: Statistical Abstract of the United States. 1840, 1946 edition, p. 546; 1844-1855, 1878 edition, p. 134; 1856-1879, 1880 edition, p. 138. 1880-1970, see source for series Q 506-508.

#### Q 510-511. U.S. and foreign vessels entered at seaports, 1856-1970.

Source: 1856-1879, see source for series Q 509; 1880-1970, see source for series Q 506-508.

#### Q 512-514. Vessels cleared, all ports, 1821-1970.

Source: See sources cited for specific periods for series Q 506-508. The following page numbers apply, respectively, to the sources cited for 1821-1940: 93, 287, 475, 558, and 592.

#### Q 515. Total vessels cleared at seaports, 1840-1970.

Source: Statistical Abstract of the United States. 1840 and 1850, 1946 edition, p. 546; 1853-1879, 1881 edition, p. 138. 1880-1970, see source for series Q 506-508.

#### Q 516-517. U.S. and foreign vessels cleared at seaports, 1857-1970.

Source: 1857-1879, Statistical Abstract of the United States, 1881, p. 136; 1880-1970, see source for series Q 506-508.

# Q 518-523. Value of waterborne imports and exports (including reexports) of merchandise, 1790-1970.

Source: 1790-1820, see source for series Q 506-508; 1821-1858, U.S. Bureau of Marine Inspection and Navigation, Merchant Marine Statistics, 1936, p. 91; 1859-1935, Statistical Abstract of the United States, 1859-1866, 1895 edition, pp. 399-400; 1867-1912, 1913 edition, pp. 318-319; 1913-1923, 1924 edition, p. 417; 1924-1935, 1946 edition, p. 552. (See general note for series Q 413-564 for the various agencies which have issued the Statistical Abstract.) U.S. Bureau of the Census, 1943-1946, Foreign Commerce and Navigation of the United States, annual issues, 1947-1950, Waterborne Trade by United States Port, FT 972, annual issues, 1951-1970, Waterborne Foreign Trade Statistics, FT 985, annual issues (title changed to U.S. Waterborne Foreign Trade in July 1965).

The primary source of figures for 1790–1820 is J. R. Soley, "The Maritime Industries of America," The United States of America (N. S. Shaler, Editor), vol. II, 1894, pp. 522–527, 534, 536, 538. The report gives the percent of imports and exports in U.S. vessels. Guetter and McKinley (cited above for series Q 506–508) have derived absolute figures by applying these percentages to total imports and exports of merchandise and specie. The primary source of figures for 1821–1935 is Foreign Commerce and Navigation of the United States, annual issues. Starting with 1943, import or export statistics by method of transportation, showing shipping weight as well as dollar value, have been compiled by the Bureau of the Census. See also general note for series U 187–352.

# Q 524-529. Tonnage of waterborne imports and exports, by flag of carrier vessel, 1921-1970.

Source: U.S. Bureau of the Census, 1921-1945, Foreign Commerce and Navigation of the United States, annual issues; 1946—1957, releases and unpublished data; 1958-1970, Statistical Abstract of the United States, various issues.

Excludes cargoes (small in the aggregate) carried by ships of less than 100 tons gross capacity prior to 1946. Beginning 1946, excludes Army and Navy cargo, and includes Alaska, Hawaii, and Puerto Rico. Beginning July 1950, excludes commodities classified for security reasons as "special category." From July 1953 to December 1955 and July 1956 through December 1962, exports exclude shipments under \$500 in value regardless of shipping weight; for January—

June 1956, exports exclude shipments under \$1,000. For 1963 and later years, exports exclude shipments to Canada individually valued under \$2,000 and to other countries under \$500. Under \$100 shipments are excluded for all years. Beginning 1954, imports exclude shipments under 2,000 pounds shipping weight regardless of value, as well as shipments valued at less than \$100 regardless of shipping weight. For January 1960 through June 1965, imports exclude formal entry shipments valued at less than \$100 and informal entry shipments valued under \$251. For July-December 1965 and later years, imports exclude all shipments under \$251.

#### Q 530-541. Waterborne cargo tonnage, foreign and domestic, 1924-1970.

Source: U.S. Corps of Engineers, 1924-1946, Annual Report of the Chief of Engineers, part 2; 1947-1970, Waterborne Commerce of the United States, 1971, part 5, National Summaries, pp. 5 and 6.

In 1954, part 2 of the *Annual Report* was superseded by a separate publication entitled *Waterborne Commerce of the United States* (published in several regional parts). Part 5 of this report, *National Summaries*, presents separate figures for series Q 534-535 for "Canadian" and "overseas."

Cargo tonnage refers to the weight of cargo and should not be confused with gross tonnage shown in series Q 417-505 or the net or registered tonnage capacity shown in series Q 506-517, which are measures of cubic capacity, not of weight. See also text for those series.

Domestic commerce includes all commercial movements between points in the United States, Puerto Rico, and the U.S. Virgin Islands. Traffic with the Canal Zone is treated as foreign commerce.

Foreign commerce includes all movements between the United States and foreign countries, and between Puerto Rico and the U.S. Virgin Islands (considered a single unit) and foreign countries. Trade between U.S. outlying areas (Guam, Wake, American Samoa, etc.) and foreign countries is excluded.

"Coastwise" commerce, series Q 537, refers to domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico; and to traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean.

"Lakewise" commerce, series Q 538, refers to traffic between U.S. ports on the Great Lakes System.

"Local and intraport" commerce, series Q 539, refers to movements of freight within the confines of a port whether the port has only one or several arms or channels, except car-ferry and general ferry. The term is also applied to marine products, sand, and gravel taken directly from the Great Lakes.

"Internal" commerce, series Q 540, covers traffic between ports or landings where the entire movement takes place on inland waterways; movements involving carriage on both inland waterways and waters of the Great Lakes; inland movements that cross short stretches of open waters which link inland systems; marine products, sand, and gravel taken directly from beds of the oceans, the Gulf of Mexico, and important arms thereof; and movements between offshore installations and inland waterways.

"Intraterritory" commerce, series Q 541, refers to traffic between ports in Puerto Rico and the U.S. Virgin Islands, which are considered as a single unit.

# Q 542-547. Waterborne bulk freight traffic on the Great Lakes, 1900-1970.

Source: Lake Carriers' Association, Annual Report, 1970, pp. 51-52 and 76-77 (copyright).

Includes tonnage moving to or from Canadian or U.S. lake ports, in Canadian or U.S. bulk carriers.

#### Q 548-552. Freight traffic on the Sault Ste. Marie canals, 1855-1900.

Source: U.S. Corps of Engineers, Statistical Report of Lake Commerce Passing Through Canals at Sault Ste. Marie, 1931.

These series include traffic moving through the American and Canadian canals. Figures for later years may be obtained from various issues of Corps of Engineers, Annual Report, part 2, Commercial Statistics. They are not shown here because they pertain only to traffic between Lake Superior and the other lakes; series Q 542-547, therefore, provide more comprehensive totals of Great Lakes traffic.

# Q 553-555. Commercial ocean traffic on the Panama Canal, 1915-1970.

Source: 1915-1924, Governor of the Panama Canal, Annual Report, 1948, p. 10; 1925-1970, Panama Canal Company, Annual Report, various issues (copyright).

Does not include U.S. Government traffic.

## Q 556-557. Tonnage moved on New York State canals, 1837-1970.

Source: State of New York, Department of Public Works, Annual Report of the Superintendent, annual issues, and unpublished data.

## Q 558. Federal expenditures for rivers and harbors, 1822-1970.

Source: 1822-1882, Statement of Appropriations and Expenditures for Public Buildings, Rivers and Harbors, Forts, Arsenals, Armories, and Other Public Works from March 4, 1789 to June 30, 1882, U.S. Senate Ex. Doc., vol. 7, No. 196, 47th Congress, 1st session (Treasury Department Doc. No. 373), pp. 521-522; 1883-1919, Federal Works Agency, records (compiled from Treasury Department accounts); 1920-1970, U.S. Corps of Engineers, Annual Report of the Chief of Engineers on Civil Works Activities, vol. I, annual issues.

Figures include expenditures for rivers, harbors, and flood control prior to 1928. In 1928, expenditures for flood control amounted to less than \$13,500,000. Figures for 1929–1970 exclude expenditures for flood control. The figures include amounts expended from emergency relief and Public Works Administration funds, 1933–1937, but exclude \$5,500,000 for purchase of Cape Cod Canal, 1928, expended by and accounted for by the Treasury Department.

# Q 559-564. Investment in canals, by region and agency of enterprise, 1815-1860.

Source: H. Jerome Cranmer, "Canal Investment, 1815–1860," Studies in Income and Wealth, vol. 24, National Bureau of Economic Research, New York, 1960, pp. 555 and 556. (Copyright, Princeton University Press.)

The development of data on annual canal investment was based on an averaging process applied to the experience of a sample of 24 canals for which annual expenditure figures were available. For a list of those canals and description of the estimating operations,

Adjusted estimates of annual expenditures were made for every canal or canal system undertaken between 1815 and 1860. Expenditures for river and harbor improvements were not included, nor for slack water navigation except when the expenditures were part of a canal project. The estimates were then aggregated by region and by agency of enterprise within each region. The regional estimates were then aggregated to provide estimates of annual investment in canals for the entire United States, together with estimates for State and private enterprise.

The Northeast consists of the New England and Middle Atlantic States, including Maryland and the District of Columbia. The South encompasses the area south of the Potomac and Ohio Rivers; and the West, the region north of the Ohio River, except that the Louisville and Portland canal which, though actually located in Kentucky, south of the Ohio River, is included in the West region.

## Series Q 413. Persons Entering the United States by Ship: 1933 to 1970

[In thousands. For years ending June 30. Covers persons disembarking, as reported on U.S. Customs Service forms, and differs from series C 315]

Year	Persons entering	Year	Persons entering	Year	Persons entering	Year	Persons entering
	413		413		413		413
1970 1969 1968 1967 1966 1965 1964 1963 1962 1961	715 719 767 782 1847 743 677	1960 1959* 1958 1957 1956 1955 1954 1954 1952 1951	781 848 842 843 845	1950 1949 1948 1947 1946 1945 1944 1944 1943 1942 1942	762 676 641 548 1,660 1,286 676 389 805	1940 1939 1938 1937 1936 1935 1934 1933	1,072 1,011 1,011 898 812

^{*} Denotes first year for which figures include Alaska and Hawaii.

#### Series Q 414-416. Employment on U.S. Flag Merchant Vessels—Basic Wage Scale for Able-Bodied Seamen: 1929 to 1970

[Except as indicated, employment data as of June 30 and wage rate data as of June 16]

Date	Employment ¹ (1,000)	Date	Employment ¹ (1,000)	Date	East coast monthly wage rate 4	Date	West coast monthly wage rate 4
	414		414		415		416
1970 1969 1968 1967 1966 1965 1964 1963 1962 1961 1960 1959 1958 1958 1957 1956	47.5 54.2 54.6 51.9 2 39.1 48.0 47.3 2 30.9 49.2 50.2 51.5 61.1 57.2 57.5 69.1	1949 1948	82.1 110.8 120.1 158.9 125.3	1970—Jan 1969—Jan 1968 1967 1966 1965 1964 1963 1962 1961 1960—Jan 1958 1958 1957 1956	353 333 314 314 314	1970—Jan. 1969—Jan. 1968—1967. 1966. 1965. 1964. 1963. 1962. 1961—Oct. 1969—Oct. 1959. 1958—Oct. 1957—Oct. 1955—Nov. 1955—Nov. 1955—Nov. 1954—Oct. 1955—Nov. 1954—Oct.	600 600 578 558 532 522 522 522 522 522 478 478 478 453
1952 1951 1950	70.7 69.5 56.6	1931 1930 1929	³ 57.2 ³ 62.4 ³ 63.8	1952 1951 1950—Oct. 15	302 257 248	1952 1951 1950—Oct. 15	52 ( 1 4 7

¹ Estimates of personnel employed on U.S. merchant ships, 1,000 gross tons and over. Excludes vessels on inland waterways, Great Lakes, and those owned by, or operated for, the U.S. Army and Navy, and special types such as cable ships, tugs, etc.

## Series Q 417-432. Documented Merchant Vessels, by Major Classes, Material of Which Built, and Trade: 1789 to 1970

[Gross tonnage of documented vessels of 5 tons or more. As of December 31, 1789-1834; September 30, 1835-1842; June 30, 1843-1940; January 1 thereafter]

								Gross	tonnage (	1,000)						
				Major c								rial of a built	Т	rade in wh	ich enga	ged
Year	Number of vessels	Total			Steam		М	otor								
			Steam and motor, total	Total 1	Coal burning 1	Oil burning 1	Total ²	Diesel and semi- Diesel engines ¹	Sailing 3	Canal- boats and barges	Metal 4	Wood	For- eign	Coast- wise and internal	Whale fish- eries	Cod and mackered fisheries
	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432
1970 1969 1968 1967 1966	49,991 49,545 48,700	28,613 28,455 27,932 27,251 26,522	19,074 19,433 19,396 (NA) (NA)	16,447 16,868 16,871 (NA) (NA)			2,627 2,565 2,525 (NA) (NA)		6 6 6 (NA) (NA)	9,533 9,016 8,530 (NA) (NA)						
1965	45,579 44,669 44,077 43,566 43,367	26,516 26,160 25,691 25,456 26,403	19,730 20,018 20,079 20,076 21,175	17,560 17,896 17,987 17,990 19,125	1,497 1,664 1,760 1,903 2,049	16,063 16,232 16,226 16,088 17,076	2,170 2,122 2,092 2,085 2,050	2,040 1,988 1,952 1,942 1,902	8 17 18 18 18	6,778 6,125 5,595 5,362 5,210	25,318 24,900 24,377 24,107 25,028	1,198 1,260 1,314 1,349 1,375	12,628 12,580 12,289 12,393 13,126	13,839 13,276 13,089 12,775 13,260	1 1 1 1	 1 1 1

¹ Includes Puerto Rico.

² Decrease due to seafaring strike. ³ Average monthly employment. ⁴ Seamen on both coasts receive extra pay for Saturdays and Sundays at sea_ginning 1955, West Coast incorporated this extra pay into base wages but East Coast did not.

### WATER TRANSPORTATION

Series Q 417-432. Documented Merchant Vessels, by Major Classes, Material of Which Built, and Trade: 1789 to 1970—Con.

								Gross	tonnage (1	L,000)						
						Major	classes				Mater which	ial of built	Tr	ade in wh	ich engag	ed
Year	Number of vessels	Total			Steam		Mo	tor						<i>a</i> .	- TTT -1-	g
I da			Steam and motor, total	Total 1	Coal burning ¹	Oil burning ¹	Total?	Diesel and semi- Diesel engines ¹	Sailing 3	Canal- boats and barges	Metal 4	Wood	For- eign	Coast- wise and internal	Whale fish- eries	Cod and mackers fisheries
	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432
960 959 958 957	43,088 42,409 41,276 40,191 39,499	28,581 28,895 28,586 29,421 29,610	23,553 24,333 24,599 25,785 26,251	21,526 22,306 22,596 23,788 24,210	2,125 2,176 2,171 2,190 2,204	19,401 20,131 20,426 21,597 22,005	2,027 2,027 2,002 1,998 2,041	1,876 1,871 1,844 1,836 1,886	23 23 23 24 34	5,005 4,539 3,965 3,612 3,326	27,184 27,470 27,118 27,935 28,073	1,397 1,425 1,469 1,486 1,537	14,737 15,600 16,206 17,265 17,765	13,833 13,284 12,376 12,154 11,843	1 1 1 1	
955 954 953 952 951		29,958 30,764 30,546 30,416 30,341	26,792 27,631 27,507 27,459 27,424	24,706 25,489 25,377 25,356 25,390	2,252 2,321 2,387 2,405 2,441	22,454 23,168 22,990 22,951 22,948	2,086 2,142 2,130 2,103 2,033	1,907 1,960 1,951 1,923 1,865	40 46 55 66 71	3,125 3,087 2,984 2,891 2,846	28,336 28,982 28,761 28,559 28,417	1,622 1,782 1,785 1,857 1,924	18,143 18,974 19,007 19,280 18,876	11,812 11,787 11,537 11,134 11,462	1 1 1 1	
950	36,083 35,264 33,843 32,760 31,386	31,215 32,182 33,167 37,832 38,501	28,327 29,323 30,469 35,149 35,928	26,273 27,225 28,401 32,941 33,779	2,507 2,543 2,606 2,699 2,884	23,765 24,682 25,796 30,242 30,895	2,055 2,099 2,067 2,208 2,149	1,885 1,932 1,902 2,058 2,002	82 87 87 95 98	2,806 2,771 2,611 2,588 2,475	29,263 30,212 31,211 35,897 36,571	1,952 1,969 1,956 1,936 1,929	19,154 20,654 22,021 26,535 29,705	12,048 11,525 11,143 11,294 8,791	611 1 1 1	
945 944 943 942 941		32,813 25,795 16,762 13,860 13,722	30,247 23,217 14,052 11,072 11,047	28,669 21,674 12,547 9,704 9,814	2,931 3,014 3,048 2,965 3,058	25,737 18,660 9,499 6,739 6,756	1,578 1,543 1,505 1,369 1,233	1,433 1,392 1,361 1,213 1,075	115 129 142 166 182	2,452 2,449 2,568 2,621 2,493	30,898 23,837 14,647 11,641 11,393	1,915 1,959 2,115 2,218 2,329	26,043 18,685 9,285 4,109 3,047	6,766 7,105 7,471 9,744 10,654	1 2 2 14	
940 939 938 937 936		14,018 14,632 14,651 14,676 14,497	11,353 11,952 12,007 12,170 12,267	10,102 10,760 10,835 11,055 11,161	3,159 3,250 3,325 3,322 3,371	6,943 7,510 7,510 7,559 7,617	1,251 1,192 1,172 1,115 1,105	1,090 1,028 1,005 878 867	200 221 261 312 379	2,466 2,459 2,384 2,194 1,851	(NA) 12,159 12,130 12,233 12,263	(NA) 2,473 2,521 2,443 2,234	3,638 3,312 3,551 3,833 4,159	10,352 11,288 11,064 10,798 10,300	20 21 21 20 9	1 1 2 2 2
935934 934933 932931		14,654 14,862 15,060 15,839 15,908	12,535 12,687 12,862 13,568 13,528	11,433 11,599 11,788 12,499 12,475	3,496 3,539 3,615 3,991 4,103	7,748 7,860 7,971 8,308 8,202	1,102 1,087 1,075 1,069 1,053	841 824 812 810 792	441 500 563 625 673	1,677 1,675 1,635 1,646 1,707	12,469 12,601 12,736 13,421 13,344	2,185 2,261 2,324 2,417 2,565	4,560 4,598 4,701 5,071 5,576	10,049 10,220 10,313 10,728 10,286	9 9 9 2 7	
930 929 928 927 926		16,068 16,477 16,680 16,888 17,311	13,757 14,162 14,344 14,507 14,848	12,775 13,301 13,614 13,874 14,318	4,209 4,462 4,557 4,919 5,370	8,429 8,751 9,002 8,907 8,895	982 861 730 633 530	715 609 494 397 293	757 825 915 989 1,092	1,554 1,490 1,421 1,392 1,371	13,514 13,910 14,064 14,160 14,473	2,554 2,567 2,619 2,728 2,838	6,296 6,906 6,934 7,309 7,719	9,723 9,526 9,706 9,533 9,552	7 7 8 3	
925		17,406 17,741 18,285 18,463 18,282	14,976 15,315 15,821 15,982 15,745	14,495 14,870 15,426 15,607 15,371	6,556	8,931 8,947 8,870 8,699 8,302	375	16	1,125 1,185 1,254 1,288 1,294	1,304 1,240 1,209 1,193 1,243	14,805	2,907 3,114 3,510 3,658 3,856	8,151 8,794 9,069 10,720 11,077	9,216 8,911 9,177 7,703 7,163	3 4 4 4	
920 919 918 917 916	28,183 27,513 26,711 26,397	16,324 12,907 9,925 8,871 8,470	13,823 10,416 7,471 6,433 6,070	13,466		5,915			1,272 1,200 1,210 1,278 1,311	1,159 1,089	5,476	3,876 3,671 3,110 3,015 2,994	9,925 6,665 3,599 2,441 2,185	6,358 6,201 6,282 6,393 6,245	4 4 4 6 7	
915 914 913 912 911	26,701 26,943	8,389 7,929 7,887 7,714 7,639	5,944 5,428 5,333 5,180						1,384 1,433 1,508 1,539 1,598	1,061 1,069 1,046 995 967	4,608	3,085 3,196 3,278 3,282 3,340	1,863 1,066 1,019 923 863	6,486 6,818 6,817 6,737 6,720	910	
1910 1909 1908 1907	25 740	7,508 7,389 7,365 6,939 6,675	4,900 4,749 4,711 4,279						1,655 1,711 1,761 1,814 1,899	845	3,925 3,860 3,438 3,115	3,391 3,464 3,505 3,501 3,560	783 879 930 861 928	6,669 6,451 6,372 6,011 5,674	10 10 11	
1905 1904 1903 1902	24 681	6,457 6,292 6,087 5,798 5,524	3,741 3,595 3,408 3,177						1,962 1,945 1,966 1,942 1,933	713 679	2,669 2,440 2,180 1,901	3,623 3,623 3,647 3,618 3,623	1	4,583	11 10 10 10 10 10 10 10 10 10 10 10 10 1	
1900 1899 1898 1897		5,165 4,864 4,750 4,769	2,658 2,476 2,372 2,359						1,885 1,825 1,836 1,904	563 542 506 468	1,376 1,224 1,207 1,090	3,572 3,489 3,526 3,562 3,614	817 837 726 793 830	3,897 3,790	11	1 1 3 5
1895 1894 1893 1892		4,636 4,684 4,825 4,765	2,213 2,189 2,183 2,074						1,965 2,023 2,118 2,178	472 524 512	930 896 786 742	3,666 3,754 3,930 3,979 3,943	822 900 883 978 989	3,696 3,855 3,701 3,610	1'	6 7 7 7
1890	23,467	4 424	1,859 1,766 1,648 1,543 1,523						2,109 2,099 2,124 2,170 2,210	443 419 393	554 494 475	3,798 3,753 3,698 3,631 3,687	919 989	3,211 3,172 3,011	22 24 26	2 4 6

Series Q 417–432. Documented Merchant Vessels, by Major Classes, Material of Which Built, and Trade: 1789 to 1970—Con.

						Gross tonn	age (1,000)				
	Number of			Major classes		Material of	which built		Trade in wh	ich engaged	
Year	vessels	Total	Steam and motor	Sailing ³	Canal- boats and barges	Metal 4	Wood	Foreign	Coastwise and internal	Whale fisheries	Cod and mackerel fisheries
	417	418	419	425	426	427	428	429	430	431	432
1885 1884 1888 1882 1882	24 217	4,266 4,271 4,235 4,166 4,058	1,495 1,466 1,413 1,356 1,265	2,374 2,414 2,387 2,361 2,350	397 391 436 449 442	430 387	3,836 3,885	1,268 1,277 1,270 1,259 1,297	2,895 2,884 2,838 2,796 2,646	25 27 32 33 39	83 83 95 78 76
1880	24,712 25,211 25,264 25,386 25,934	4,068 4,170 4,213 4,243 4,279	1,212 1,176 1,168 1,171 1,172	2,366 2,423 2,521 2,580 2,609	490 571 524 491 498			1,314 1,452 1,589 1,571 1,554	2,638 2,598 2,497 2,540 2,599	38 40 40 41 39	78 80 87 91 88
1875 1874 1873 1872 1871	32,285 32,486 32,672 31,114 29,651	4,854 4,801 4,696 4,438 4,283	1,169 1,186 1,156 1,112 1,088	2,585 2,474 2,383 2,325 2,286	1,100 1,141 1,156 1,001 909			1,516 1,390 1,379 1,359 1,364	3,220 3,293 3,163 2,930 2,765	38 39 45 52 61	80 78 110 98 93
1870 1869 1868 1867 1866	28,167	4,247 4,145 4,352 4,304 4,311	1,075 1,104 1,199 1,192 1,084	2,363 2,400 2,509 3,113 3,227	808 641 644			1,449 1,496 1,487 1,516 1,388	2,638 2,516 2,702 2,660 2,720	68 70 78 52 105	91 63 84 76 98

ļ			Gross	tonnage (	1,000)						Gross	s tonnage (	1,000)		
		Major	classes	T	rade in wh	ich engage	d			Major	classes	T T	Crade in wh	ich engage	d
Year	Total	Steam and motor	Sailing	Foreign	Coast- wise and internal	Whale fisheries	Cod and mackerel fisheries	Year	Total	Steam and motor	Sailing	Foreign	Coast- wise and internal	Whale fisheries	Cod and mackerel fisheries
}	418	419	425	429	430	431	432		418	419	425	429	430	431	432
1865 1864 1863 1862 1861	5,097 4,986 5,155 5,112 5,540	1,067 978 576 710 877	4,030 4,008 4,580 4,402 4,663	1,518 1,487 1,927 2,174 2,497	3,382 3,245 2,961 2,617 2,705	84 95 99 118 146	113 159 168 204 193	1825 1824 1823 1822 1821	1,423 1,389 1,337 1,325 1,299	23 22 25 23 23	1,400 1,368 1,312 1,304 1,276	665 637 600 583 594	641 642 618 624 615	35 33 41 49 28	81 77 78 69 62
1860 1859 1858 1857 1856	5,354 5,145 5,050 4,941 4,872	868 769 729 706 673	4,486 4,376 4,320 4,235 4,199	2,379 2,322 2,301 2,268 2,302	2,645 2,481 2,401 2,337 2,248	167 186 199 196 189	163 157 149 140 132	1820 1819 1818 1817 1816	1,280 1,261 1,225 1,400 1,372	22 17 13 9 6	1,258 1,243 1,213 1,391 1,366	584 581 590 805 801	588 571 549 525 522	36 32 17 5	72 76 69 65 48
1855 1854 1853 1852 1851	5,212 4,803 4,407 4,138 3,772	770 677 605 643 584	4,442 4,126 3,802 3,495 3,189	2,848 2,152 1,910 1,706 1,545	2,543 2,322 2,134 2,056 1,900	187 182 198 194 182	134 147 169 183 146	1815 1814 1813 1812 1811	1,368 1,159 1,167 1,270 1,233	3 3 2 1	1,365 1,156 1,164 1,268 1,281	854 675 673 759 764	476 466 471 478 420	1 1 3 3 5	37 18 20 30 43
1850 1849 1848 1847 1846	3,535 3,334 3,154 2,859 2,562	526 462 428 405 348	3,010 2,872 2,726 2,434 2,214	1,440 1,259 1,169 1,047 943	1,798 1,770 1,659 1,489 1,316	146 180 193 194 187	152 125 133 109 116	1810 1809 1808 1807 1806	1,425 1,350 1,243 1,269 1,209	(Z) (Z)	1,424 1,350 1,242 1,268 1,209	981 907 765 840 799	405 405 421 349 341	4 4 5 9 11	35 34 52 70 59
1845 1844 1843 1842 1841	2,417 2,280 2,159 2,092 2,131	326 272 237 230 175	2,091 2,008 1,922 1,863 1,956	904 900 857 824 788	1,223 1,110 1,076 1,046 1,107	191 169 153 152 157	98 101 73 71 78	1805 1804 1803 1802 1801	1,140 1,042 949 892 948		1,140 1,042 949 892 948	744 661 586 558 631	383 318 299 290 275	6 12 12 3 3	57 52 52 42 39
1840 1839 1838 1837 1836	2,181 2,096 1,996 1,897 1,882	202 195 193 155 146	1,978 1,901 1,802 1,742 1,737	763 702 703 683 753	1,177 1,154 1,041 957 878	137 132 125 129 146	104 108 127 127 110	1800 1799 1798 1797 1796	972 939 898 877 832		972 939 898 877 832	667 657 603 598 577	272 247 251 237 218	3 6 1 1 2	29 30 43 41 35
1835 1834 1832 1831 1831 1831	1,825 1,759 1,606 1,439 1,268	128 123 102 91 69	1,702 1,636 1,504 1,349 1,198	788 749 649 614 538	797 784 744 650 540	98 108 102 73 83	142 117 111 102 107	1795 1794 1793 1792 7 1791 7	748 629 521 564 502		748 629 521 564 502	529 439 368 411 363	184 163 122 121 106	3 4	31 23 31 32 33
1830 1829 1828 1827 1826	1,192 1,261 1,741 1,621 1,534	64 54 39 40 34	1,127 1,207 1,702 1,580 1,500	538 593 758 702 696	517 509 843 789 722	40 57 55 46 42	98 102 86 84 74	1790 ⁷ 1789 ⁷	478 202		478 202	346 124	104 69		28 9

NA Not available.
Z Less than 500 tons.
¹ For 1920-1937, tonnage for vessels with electric screw included in total (series Q 420 or Q 423) but excluded from series Q 421, Q 422, and Q 424. Maximum such tonnage included in series Q 420 is 201,246 in 1933 and maximum in series Q 423 is 91,470 in 1934.

² Includes gasoline engines, not shown separately.

³ Includes canalboats and barges prior to 1868.

⁴ Includes iron, steel, composite, concrete, bronze, and aluminum.

⁵ Beginning 1937, excludes mackerel.

⁶ Increase due to documentation of 1 large vessel on Atlantic Coast.

⁷ Figures for 1789 are for ships paying tonnage duties during the last 5 months of the year. Figures for 1790–1792 are for ships paying duties at some time during the year.

Series Q 433-437. Merchant Vessels Built and Documented, by Type: 1797 to 1964

[Gross tonnage of documented vessels of 5 tons or more. As of December 31, 1797-1834; September 30, 1835-1842; June 30, 1843-1940; January 1 thereafter. Hawaii, Puerto Rico, Guam, and the Virgin Islands]

	All v	essels		Gross tonnage		Guam, and the v	All ve	essels		Gross tonnage	÷
Year	Number of vessels	Gross tons	Steam and motor	Sailing ¹	Canal- boats and barges	Year	Number of vessels	Gross tons	Steam and motor	Sailing ¹	Canal- boats and barges
	433	434	435	436	437		433	434	435	436	437
1964 1963 1962 1961	1,551 1,365 1,175 877	867.910 942,809 821,431 620,287	265,850 460,442 419,586 388,927 352,271	99 6 94 -	601,961 482,361 401,751 231,360 277,024	1880	902 1,132 1,258 1,029 1,112 1,301 2,147	157,410 193,031 235,504 176,592 203,586 297,639 432,725	78,854 86,361 81,860 47,514 69,251 62,460 101,930	59,057 66,867 106,066 106,331 118,672 206,884 216,316	19,499 89,803 47,578 22,747 15,663 28,295 114,479
1960	1,180 1,390 1,582 1,385 1,116 1,186	791,640 836,799 585,048 445,617 400,076 589,317 633,966 437,378 308,825	352,271 385,874 406,272 248,801 152,359 117,011 369,016 477,421 313,296 165,064	- 8 24 10	217,724 405,766 430,527 336,247 293,250 283,041 220,291	1873 1872 1871	2,261 1,643 1,755	359,246 209,052 273,227	88,011 62,210 87,842	144,629 76,291 97,179	70,551 88,206
1950	992 861	633,966 437,378 308,825 194,370 195,190	477,421 313,296 165,064 103,358 85,288	28 - - 7 39	156,517 124,082 143,761 91,005 109,863	1870	1,726 1,802 1,518 1,898 1,789 2,388	276,953 275,230 285,304 305,594 336,146 394,523 415,740	70,621 65,066 63,940 72,010 125,183 146,433 147,499 94,233	146,340 149,029 142,742 233,584 210,963 248,090 268,241 216,812 119,627 172,208	59,992 61,135 78,622
1948 1947 1946 1945 1944 1948	1,118 1,259 1,275 1,744 1,728	194,870 195,190 200,290 267,331 548,262 6,313,977 8,032,009 10,431,734 4,543,946 647,097 446,894	103,358 85,288 108,206 186,109 509,538 6,258,608 8,009,277 10,339,670 4,504,398	16 7 - 129 23	92,084 81,206 88,717 55,369 22,603 92,041	1863 1862 1861 1860	1,816 864 1,146 1,071 875	311,045 175,076 233,194	55,449 60,986	216,812 119,627 172,208 145,428 121,297	
1940 3	705 819	4,543,946 647,097 446,894 193,229	4,504,398 586,443 385,681 172,433 269,188	14 - 87 17	39,534 60,654 61,126 20,779	1860	1,241 1,443 1,703 2,024 1,774	214, 788 156, 602 244, 712 378, 804 469, 393 583, 450 535, 616 425, 572 351, 493 298, 203	69,370 35,305 65,374 74,459 74,865 78,127 91,037 109,402 98,624 78,197	145,428 121,297 179,338 304,345 394,528 505,323 444,579 316,170 252,869 220,006	
1939 1938 1937 1936 1935 1935 1934 1933 1932	673 753 1,939 1,207 748 724	193,229 339,899 237,374 471,364 224,084 62,919 66,649	269,188 (NA) 113,661 59,020 30,341 26,916	(NA) 71 79 50 33	70,689 (NA) 857,632 164,985 32,528 39,700	1853 1852 1851 1850	1,710 1,444 1,857 1,360 1,547	272,218	98,624 78,197 56,911 61,241 66,652	215,307 195,336	
1933 1932 1931	642 722 1,802 1,020 808	190,803 212,892 386,906 254,296 128,976	168,488 164,620 212,996 172,969 75,725	46 18 52 210 797	22,269 48,254 173,858	1850	1,851 1,598 1,420 1,038 766 482	318,075 243,732 188,203 146,018 103,537	66,652 53,979 51,778 40,926 30,976 17,624	251,423 189,753 136,425 105,092 72,561 45,992 99,925	
1980 1928 1928 1927 1926 1925 1924 1923 1922 1921	969 917 924 967 1,049 770 845	257,180 245,144 224,673 199,846 223,968 335,791	172,901 181,504 140,586 141,053 145,493 241.802	230 326 263 2,869 914 17,442	81,117 52,454 84,049 63,314 83,824 55,924 77,564 76,547 38,636 102,151	1842 1841 1840 1839 1838 1838	1,021 761 871 899 913 972	63,617 129,083 118,893 118,309 125,260 115,905 125,913	29,158 27,941 19,811 34,219 23,607 33,811	90,950	
1920 1919 1918 1917	1,361 2,067 1,953 1,528 1,297 937	661,232 2,265,115 3,880,639 3,326,621 1,300,868 664,479	597,187 2,071,221 8,660,028 3,157,091 1,090,996 518,248	25,459 91,748 132,184 79,234 83,629 43,185	102,151 88,432 90,296 126,243 108,051 60,522	1840	911 725 957 1,187 1,065 712	116,280 75,107 118,389 161,492 144,544 85,556	26,630 12,347 13,905 12,620 17,386 11,437	98, 498 91, 041 92, 298 92, 102 89, 600 62, 760 104, 484 148, 872 127, 158 74, 119	
1920 1919 1918 1917 1916 1915 1914 1913 1912 1911		325,413 225,122 316,250 346,155 232,669 291,162	250,125 154,990 224,225 243,408 153,493 227,231	14,765 8,021 13,749 28,610 21,221 10,092	88, 432 90, 296 126, 243 108, 051 60, 523 62, 111 78, 276 74, 137 57, 955 53, 839	1830 1829 1828 1827 1826 1825	648 796 886 951 1,033 1,000	58,560 79,408 98,964 106,456 130,373 116,464	8,269 10,281 5,881 11,010 12,818 9,171 5,216	50,291 69,127 98,083 95,446 117,555 107,293 87,582	
1910 1909 1908 1907 1906 1905 1904 1903 1902 1901	1,361 1,247 1,457 1,157 1,221 1,012	342,068 238,090 614,216 471,332 418,745 330,316	257,993 148,208 481,624 865,405 315,707 197,702	19,358 28,950 31,981 24,907 35,209 79,418 64,908 89,979	64,717 60,932 100,611 81,020 67,829 53,196 57,890	1824 1823 1822 1821 1821	798 630 639 519	92,798 75,857 77,569 57,275	5,776 1,861 3,017 5,572 5,824	72,091 75,708 54,258	
1904 1903 1902 1901	1,184 1,311 1,491 1,580	378,542 436,152 468,831 483,489	197,702 255,744 271,781 308,178 273,591 202,528	126,165	74,392 62,955 83,733	1820 1819 1818 1817 1816 1815 1814	876 923 1,087 1,431 1,329 490	51,394 86,670 87,346 87,626 135,186 155,579 29,751 32,583 85,146	3,695 2,543 2,926 546 593	83,651 85,083 182,260 155,033 29,158	
1900 1899 1898 1897 1896 1895 1894 1893 1892 1891	1,273 952 891 723 694	393,790 300,038 180,458 232,233 227,097 111,602	202,528 151,058 105,838 106,154 138,029 69,754 83,720	116,460 98,073 34,416 64,308 65,236 34,900	50,907 40,204 61,771 23,832 6,948	1812 1811	(NA) (NA) (NA)	32,583 85,148 146,691 127,575 91,397	1,140 118 1,145 - 458	145,546	
1894 1893 1892 1891	838 956 1,395 1,384	131,195 211,639 199,633 369,302 294,123	92,531 185,037	49,348 83,217 144,290	6,948 9,648 27,923 23,885 39,975	1810	(NA) (NA) (NA) (NA) (NA) (NA) (NA) (NA)	31,755 99,783 126,093	182 78	128,507 103.753	
1890 1889 1888 1887 1886 1886 1885 1888 1883 1882 1883	1,031 1,077 1,014 844 715 920	231,134 218,087 150,450 95,453 159,056	159,046 159,318 142,007 100,074 44,468 84,333	102,873 50,570 48,590 34,633 41,238 65,362	32,204 21,246 27,490 15,743 9,747 9,361	1803 1802 1801 1800 1799	(NA) (NA) (NA) (NA) 995 767	88,448 (NA) 124,755 106,261 77,921		88,448 (NA) 124,755 106,261 77,921 49,435	
1884 1883 1882 1881	1,190 1,268 1,871 1,108	225,514 265,430 282,270 280,459	44,468 84,333 91,328 107,229 121,843 118,070	34,035 41,238 65,362 120,621 137,046 118,798 81,209	13,565 21,155 41,629 81,180	1799 1798 1797	635	49,485 56,679		49,435 56,679	

Represents zero. NA Not available.
 Includes canalboats and barges prior to 1868.
 Jan. 1-Dec. 31.

<sup>July 1, 1939-June 30, 1940.
9-month period.
Figures by class of vessel do not add to the total for this year.</sup> 

Series Q 438-448. Merchant Vessels Completed by U.S. Shipyards: 1914 to 1970

[Tons in thousands. Represents self-propelled steel vessels of 2,000 gross tons and over for domestic use. Excludes Alaska and Hawaii]

	Merchan	t vessels	Passei	nger-cargo/tra	nsport		Cargo			Tanker	
Year	Number	Gross tons	Number	Gross tons	Deadweight tons	Number	Gross tons	Deadweight tons	Number	Gross tons	Deadweight tons
	438	439	440	441	442	443	444	445	446	447	448
1970	13 22 21 12 13 13 15 35 27 25	342 418 319 143 146 173 213 418 392 369	- - 1 6 1	- - - 14 51 14	- - - - 9 31 10	6 14 18 12 12 11 10 23 23 23	120 217 256 143 125 121 104 250 265 190	134 247 291 150 161 154 123 289 303 224	78 3 -1 24 46 37	222 201 63 21 52 95 117 113 179	427 381 113 - 36 92 166 200 186 298
1960	26 30 30 19 8 9 39 45 81	410 714 572 297 113 119 585 570 399 148	1 4 - - 1 1 6 2	5 61 - - 4 4 101 47	- 1 35 - - - 6 4 57 24	15 3 5 3 2 7 11 22 17 4	134 40 48 8 7 84 106 212 170 29	163 73 67 6 15 95 159 324 289 43	11 26 21 16 6 2 27 22 8	276 668 463 289 106 35 475 354 127 71	456 1,096 759 457 169 55 764 555 202
1950 1949 1948 1947 1946 1945 1944 1943 1942 1941	26 33 24 39 83 1,041 1,463 1,661 724	405 541 159 247 646 7,615 11,403 12,486 5,393 749	1 8 9 46 48 20 11	15 74 77 509 461 220 102 58	 11 68 85 311 330 180 81 57	3 17 28 66 807 1,175 1,410 652 61	27 92 154 487 5,836 8,455 10,103 4,679 423	44 	23 33 6 3 8 188 240 231 61 28	378 541 52 19 82 1,770 2,486 2,163 612 268	609 863 88 36 121 2,787 3,955 3,420 982 434
1940 1939 1938 1938 1936 1935 1935 1934 1933 1932 1931	53 28 24 15 8 2 2 2 4 15	445 241 181 122 63 19 10 50 145 151	6 3 - - - 4 13 9	69 30   50 129 109	61 20 - - - 32 83 85	31 14 6 - - 2 2	227 92 39 - - 10 - 16	335 128 56 - - 15 - 22	16 11 18 15 8 2 -	149 119 142 122 63 19 - - 42	238 193 228 192 105 30 - - 70
1930	18 8 7 19 8 12 12 12 18 19	164 65 72 155 54 84 84 117 168 1,359	5 2 3 7 5 3 7 7 3 22	50 24 44 51 29 19 44 34 41 256	39 20 37 27 16 11 20 26 34 243	25 -9 2 9 4 9 10 57	16 33 - 73 16 65 34 68 78 317	24 49 104 26 92 48 110 156 485	11 1 4 3 1 - 1 2 6 104	97 9 28 30 9 - 7 16 48 786	161 15 44 50 15 - 11 23 71 1,158
1920 1919 1918 1917 1916 1915	467 723 414 125 74 24 26	2,396 3,370 1,770 642 370 128 135	12 2 5 1 1 3	100 10 30 10 6 20	111 11 24 10 7 13	375 679 375 92 49 17	1,758 3,086 1,508 414 201 88 88	2,696 4,680 2,283 627 300 131	80 42 34 32 24 4	538 273 232 218 163 20 45	778 395 339 314 247 30 67

⁻ Represents zero.

Series Q 449-458. Shipbuilding in Private Shipyards—Summary: 1949 to 1970

[Tons in thousands; gross tons for commercial vessels, light displacement tons for naval vessels. Covers steel self-propelled vessels of 1,000 tons or over]

		Co	ommercial vesse	ls				Naval vessels		
Year	Under con	struction	Contracted	Launched	Delivered	Under con	struction	Contracted	Launched	Delivered
	Jan. 1	Dec. 31	for			Jan. 1	Dec. 31	for		
	449	450	451	452	453	454	455	456	457	458
1970: Number	49 1,388 63 1,495 64 1,211 48 596 45 513	49 1,609 49 1,388 63 1,495 64 1,211 48 596	13 580 8 309 23 613 29 740 16 244	11 322 13 271 27 454 15 182 11	13 370 22 416 24 329 13 162 13 161	108 621 133 701 134 686 147 745 106 573	82 588 108 621 133 701 134 686 147 745	6 132 6 80 15 153 8 50 54 246	23 117 28 142 26 138 15 137 25 129	32 166 31 159 16 138 21 109 13 74

Series Q 449-458. Shipbuilding in Private Shipyards—Summary: 1949 to 1970—Con.

[Tons in thousands; gross tons for commercial vessels, light displacement tons for naval vessels]

		С	ommercial vesse	els				Naval vessels		
Year	Under cor	struction	Contracted	Launched	Delivered	Under co	nstruction	Contracted	Launched	Delivered
	Jan. 1	Dec. 31	for			Jan. 1	Dec. 31	for		20110101
	449	450	451	452	453	454	455	456	457	458
1965: Number	47 550 45 517 54 648 66 859 57 789	45 513 47 550 45 517 54 648 66 2 859	16 166 18 244 25 291 15 174 34	17 221 20 239 18 261 37 429 20 820	18 203 16 223 34 422 27 385 25 369	101 537 83 450 71 2 383 67 362 59 2 403	106 578 101 587 83 450 71 385 67 362	23 158 39 195 29 148 19 99 24	15 102 22 133 23 125 18 79 13 69	18 122 21 108 17 81 15 76 16
1960: Number	60 979 75 1,514 93 2,156 84 1,855 25 312	58 844 60 954 75 1,543 93 2,172 84 1,902	23 270 19 196 22 176 35 751 68 1,715	31 471 28 587 32 719 26 889 12 156	25 404 32 717 31 573 23 320 9 126	52 334 55 335 46 281 55 286 42 247	59 410 52 334 55 335 46 273 55 284	19 115 13 63 17 78 14 100 22 87	16 170 15 66 15 56 15 39 17	12 39 16 64 8 24 23 114 9
1955: Number	15 225 48 672 92 1,298 96 1,222 29 411	25 315 15 210 48 680 92 1,303 1,251	18 196 7 122 4 19 27 478 77 987	3 48 31 473 41 516 37 428 10 146	8 105 38 564 45 570 31 397 10 148	44 307 31 212 45 254 31 158 11 45	43 253 44 303 31 219 45 254 32 214	13 93 26 138 2 16 18 107 22 170	13 73 14 132 16 41 8 33 7 30	14 146 13 48 16 51 6 14 1 765
Tons 1949: Number Tons	636 71 1,130	401 40 661	181 5 72	422 39 631	415 34 539	42 21 194	42 11 42	- -	- - -	- 7 58

Series Q 459-466. Gross Tonnage of Merchant Vessels Built and Documented, by Region: 1817 to 1936 [Documented vessels of 5 tons or more. As of December 31, 1817-1834; September 30, 1835-1842; June 30 thereafter]

	Seab	ooard		Northern			Seab	oard		Northern
Total	New England coast	Mid- Atlantic and Gulf coasts	Pacific coast	lakes and western rivers	Year	Total	New England coast	Mid- Atlantic and Gulf coasts	Pacific coast	lakes and western rivers
459	460	461	462	463		459	460	461	462	463
175,398	711	166,671	8,016	48,686	1910	167,829 131,748	23,442 27,237	127,517 81,752	16,870 22,759	174,239 106,342
49,054 49,946 181,593	1,910 862 25,851	38,452 37,390 151,823	8,692 11,694 3,919	13,865 16,703 9,210	1908 1907 1906	266,937 219,753 146,883	70,903 44,428 32,311	138,984 140,134 94,311	57,050 35,191 20,261	174,239 106,342 347,279 251,579 271,862
355,771			41,248	31,135	1905	230,716 208,288	119,377 51,417	91,224 135,263	20,115 21,608	99,600 170,254 147,956
104,769 181,681	11,434	71,750 146,532 124,068	23.715	24,207 75,499 68,937	1902	290,122 291,516	75,852 82,971	161,211 153,977	53,059 54,568	178,709 191,973
159,658	4,995	131,994	22,669	65,015	1900 1899	249,006 196,120 112,879	72,179 68,761 23,944	135,473 85,825 39,146	41,354 41,534 49,789	144,784 103,918 67,579
145,837 262,769	3,174 13,057	106,414 199,026	36 249	78,131 73,022 23,524	1897	103,504 102,544	21,942 39,582	74,067 52,143	7,495 10,819	128,729 124,558
2,147,555	150,745	1,383,185	ì	117,560	1895 1894 1893	67,127 80,099 102,830	26,783 28,665 37,091	33,200 46,042 52,018	7,144 5,392 13.721	44,475 51,096 108,809
2,815,733 1,080,437	88.302	1,274,472 473,698	1,363,503 518,437	510,888 220,431	1892	138,863 237,462	60,624 105,491	57,469 112,901	20,770 19,070	60,770 131,840
275,749	37,568	188,550	49,631	49,664	1890	169,091 111,852 105,125	78,577 39,983 33,813	78,179 53,930 49,356	12,335 17,939 21,956	125,032 119,282 112,962
251,700 247,318 136,485	14,985 27,131 23,052	175,523 81,329	36,495 $44,664$ $32,104$	64,550 98,837 96,184	1887	83,061 64,458	24,035 30,624	49,886 27,920	9,140 5,914	67,389 30,995
	459  175,398  49,054 48,946 181,593 195,529 355,771 193,116 104,769 181,681 176,658  123,933 146,887 262,769 637,708 2,147,555 3,475,872 2,815,733 1,080,487 518,958 275,749 203,156 221,700 247,318	Total New England coast  459 460  175,398 711  49,054 1,910 49,946 862 181,593 25,851 195,529 52,163 355,771 26,639  193,116 18,601 104,769 12,766 181,681 11,484 176,207 6,574 159,658 4,995 123,933 5,615 145,837 3,174 262,769 13,057 637,708 56,973 2,147,555 150,745 3,475,872 208,023 2,147,555 150,745 3,475,872 208,023 2,147,555 150,745 3,475,872 208,023 2,147,555 150,745 3,475,872 208,023 2,147,555 150,745 3,475,872 208,023 2,147,555 150,745 3,475,872 208,023 2,147,555 150,745 3,475,872 208,023 2,147,555 150,745 3,475,872 208,023 2,147,555 150,745 3,7568 203,156 18,551 251,700 14,985 247,318 27,131 136,485 23,052	Total England coast Atlantic and Gulf coasts  459 460 461  175,398 711 166,671  49,054 1,910 38,452 49,946 862 37,390 181,593 25,851 151,823 195,529 52,163 138,625 355,771 26,639 287,884  193,116 18,601 143,656 104,769 12,766 71,750 181,681 11,484 146,532 176,207 6,574 124,068 159,658 4,995 131,994  123,933 5,615 76,841 145,837 3,174 262,769 13,057 199,026 637,708 56,973 448,197 2,147,555 150,745 1,388,185  8,475,872 208,023 1,931,514 2,815,733 177,758 1,274,472 2,815,733 177,758 1,274,472 1,080,437 88,302 473,698 2518,958 52,526 298,958 275,749 37,568 188,550 203,156 18,551 152,906 2247,318 27,181 175,523 136,485 22,052 81,329	Total         New England coast         Mid-Atlantic and Gulf coast         Pacific and Gulf coast           459         460         461         462           175,398         711         166,671         8,016           49,054         1,910         38,452         8,692           49,946         862         37,390         11,694           181,593         25,551         151,823         3,919           195,529         52,163         133,625         9,741           355,771         26,639         287,884         41,248           193,116         18,601         143,656         30,859           104,769         12,766         71,750         20,253           181,681         11,434         146,532         23,715           176,207         6,574         124,068         45,565           159,658         4,995         131,994         22,669           123,933         5,615         76,784         41,534           145,837         3,174         106,414         36,249           262,769         13,057         199,026         50,685           2,147,555         150,745         1,383,185         613,625           3,475,872	Total         New England coast         Mid-Atlantic and Gulf coast         Pacific coast         Northern lakes and western rivers           459         460         461         462         463           175,398         711         166,671         8,016         48,686           49,054         1,910         38,452         8,692         13,865           49,946         862         37,390         11,694         16,703           181,593         25,851         151,823         3,919         9,210           195,529         52,163         133,625         9,741         17,363           355,771         26,639         287,884         41,248         31,135           193,116         18,601         143,656         30,859         61,180           104,769         12,766         71,750         20,253         24,207           176,207         6,574         124,068         45,565         68,937           159,658         4,995         131,994         22,669         65,015           123,933         5,615         76,784         41,584         75,913           145,837         3,174         106,414         36,249         78,131           262,769	New England atlantic and Guif coast   Pacific coast   Pacifi	Total	Nothern lakes and western rivers   Year   Total   New England coast   Pacific coast   Pacific coast   Pacific and Gulf coast   Pacific western rivers   Year   Total   Pacific coast   Pacific western rivers   Year   Total   Pacific coast   Pacific western rivers   Year   Total   Pacific coast   Pacific coast   Pacific western rivers   Year   Total   Pacific coast   Pacific coast	Total   New England coast   Atlantic and Gulf coast   Pacific coast   Pacifi	Northern   New England   Atlantic coast   Pacific coast   Pa

Represents zero.
 Adjusted to account for major changes made during construction.

² Tonnages revised.

Series Q 459-466. Gross Tonnage of Merchant Vessels Built and Documented, by Region: 1817 to 1936—Con.

		Seal	ooard		Northern			Seaboard	İ	Northern
Year	Total	New England coast	Mid-Atlantic and Gulf coasts	Pacific coast	lakes and western rivers	Year	Total	New England coast	Mid-Atlantic and Gulf coasts	lakes and western rivers
	459	460	461	462	463		459	460	461	463
1885	121,010 178,419 210,349 188,084 125,766	48,128 84,046 110,226 93,965 54,488	61,844 83,753 83,385 78,342 59,861	11,038 10,620 16,738 15,777 11,417	38,046 47,095 55,081 94,186 154,693	1842 1841 1840	109,100 104,268 110,683	64,237 63,771 65,189	44,863 40,497 45,494	19,983 14,625 7,626
1880	101,720	46.374	46,403	8.943	55,690			LTERNATIVE SERIE	es	
1879 1878 1877	115,683 155,138 132,996 163,826	55,874 90,386 90,992 95,288	48,602 53,419 29,286 51,716	11,207 11,383 12,718 16,822	77,348 80,366 43,596 39,760	Ve	ear	The Coast 3	Western lakes and rivers	New England States 3
1875	244,474 277,093	151,497 136,251 76,406	79,549 129,9'3 136,258	13,428 10,859 5,475	53,165 155,632 141,107			464	465	466
1873 1872 1871	218,139 128,097 156,249	46,269 64,366	79,552 86,559	2,276 5,324	80,955 116,978	1850		247,847 217,264	24,372 39,313	142,367 120,234
1870 1869 1868 1867 ¹	173.722	110,584 103,604 98,915 135,189 121,335	59,532 72,058 67,956 90,070 105,329	12,720 15,532 6,851 4,324 6,124	94,117 84,036 111,582 73,945 103,358	1848 1847 1846 1845 1844		262,581 185,493 149,332 116,156 71,782 90,017	55,495 58,240 38,872 29,862 31,805 26,293	142,364 120,234 146,111 104,682 82,347 63,835 36,268 46,251
1865 ¹	280,899 328,710	135,253 112,615 79,578	141,830 211,242 133,161	3,816 4,853 2,671	102,910 87,030 95,474	1842 1841		108,302 103,576	20,782 15,318	56,234 63,770 65,189
1863 ¹ 1862 1861	112,486 181,586	45,597 104,678	64,365 72,192	2,524 4,716	62,589 51,608	1000		109,706 107,232 100,074	8,603 13,757 13,061	59,204 53,054
1860 1859 ¹ 1858 ¹ 1857 1856	134,499 177,799 285,681	134,289 79,316 103,864 183,686 252,974	33,524 53,127 71,811 100,810 116,343	2,028 2,056 2,124 1,185 362	44,962 23,103 64,487 93,123 99,714	1835		98,997 98,130 101,906 105,683 153,455	23,990 15,497 14,072 12,647 8,171	51,981 58,330 60,054 61,779 95,143
1855 1854	505.450	326,431 289,599	176,901 164,311	2,118 1,023	78,000 80,683	l .		130,064 80,541	14,475 5,222	100,585 49,793
1853 1852 1851	357,233 301,274	222,791 179,804 133,351	134,291 121,470 131,957	151 70	68,339 50,218 32,825	1829		52,686 71,055 95,349 99,348	5,398 6,044 3,027 5,000	24,169 38,117 54,282 57,156
1850	209 189	142,369 120,237 146,113 104,745 82,347	106,374 88,952 118,155 80,873 67,224	122	23,353 47,388 53,807 58,114 38,632	1826 1825 1824 1823 1822		121,908 112,616 89,166 73,942 75,242 55,607	1,773 1,066 105 249	72,668 65,616 52,445 42,725 44,206 36,651
1845 1844 1843 ²	116,443 71,832 53,220	63,837 36,268 26,512	52,606 85,564 26,708		29,575 31,705 10,397	1820 1819 1818		47,696 79,551 82,232 85,144	88 267 189 1,250	29,353 50,614 48,823 46,605

 $^{^{\}rm 1}$  Figures for these years do not add to series Q 434.  $^{\rm 2}$  9-month period.

Series Q 467-472. Vessels Repaired or Converted in Private Shipbuilding and Ship Repair Yards: 1943 to 1970

	All v	essels		under oss tons		s over		All v	ressels		under oss tons		ls over
Year	Number	Yards reporting 1	Number	Yards reporting	Number	Yards reporting	Year	Number	Yards reporting ¹	Number	Yards reporting	Number	Yards reporting
	467	468	469	470	471	472		467	468	469	470	471	472
1970 1969 1968 1967 1966	39,200 36,000 37,200 37,400 33,100	122 126 128 130 135	26,800 22,120 24,300 24,500 19,600	110 116 114 112 110	12,400 13,880 12,900 12,900 13,500	75 78 81 85 75	1955 1954 1953 1952 1951	35,413 39,870 44,663 42,774 38,513	144 154 163 131 138	21,122 24,458 27,006 20,878 20,307	130 136 142 113 123	14,291 15,412 17,657 21,896 18,106	89 99 106 82 59
1965 1964 1968 1962 1961	35,600 37,500 39,990 42,686 36,816	136 146 139 151 122	22,900 26,777 27,804 29,912 26,027	117 132 129 137 106	12,700 10,723 12,186 12,774 10,789	93 93 102 95 73	1950 1949 1948 1947 1946	33,287 27,441 30,937 30,888 38,091	118 114 105 102 126	17,998 15,135 14,651 12,866 19,462	111 103 97 84 107	15,294 12,306 16,286 18,022 18,629	80 69 70 67 87
1960 1959 1958 1958 1957	37,774 37,501 42,809 40,827 45,555	159 149 154 152 165	24,991 24,837 28,331 26,106 29,401	132 130 134 139 144	12,783 12,664 14,478 14,721 16,154	93 87 88 82 93	1945 1944 1948	23,558 22,014 22,957				23,558 22,014 22,957	

¹ Not additive.

 $^{^{\}scriptscriptstyle 3}$  Figures for New England States included in series Q 464 "The Coast."

## Series Q 473-480. Merchant Vessels Launched and Owned-World and United States: 1895 to 1970

[Vessels of 100 gross tons and over. Excludes sailing ships, nonpropelled craft, and all ships built of wood. Figures for 1895 to 1935 represent annual average 5-year span beginning with the year shown; for example, the figure shown for 1895 is the annual average for 1895 to 1899, that for 1900, the annual average for 1900 to 1904, etc]

		W	orld			United	States				W	orld			United	States	
	Laur	nched	Ow	med	Laun	ched	Ow	ned		Laur	nched	Ow	ned	Laur	ched	Ow	ned
Year	Num- ber	Gross tons (1,000)	Num- ber	Gross tons (1,000)	Num- ber	Gross tons (1,000)	Num- ber	Gross tons (1,000)	Year	Num- ber	Gross tons (1,000)	Num- ber	Gross tons (1,000)	Num- ber	Gross tons (1,000)	Num- ber	Gross tons (1,000)
	473	474	475	476	477	478	479	480		473	474	475	476	477	478	479	480
1970 1969 1968 1967 1966	2,700 2,819 2,798 2,778 2,561	21,690 19,315 16,908 15,780 14,307	48,246 45,343	227,138 211,294 193,770 181,709 170,730	150 174 199 231 191	338 400 441 242 167	2,822 2,972 3,049 3,115 3,140	18,423 19,507 19,623 20,286 20,750	1950 1949 1948 1947 1946	990 899 840 741 655	3,489 3,126 2,303 2,093 2,108	27,922 27,194 26,479 (NA) (NA)	83,996 81,954 79,714 (NA) (NA)	51 66 49 61 95	437 633 126 163 501	4,531 4,605 4,807 (NA) (NA)	27,404 27,707 29,060 (NA) (NA)
1965 1964 1963 1962 1961	2,280 2,147 2,001 1,901 1,990	12,216 10,264 8,539 8,375 7,940	39,628 38,602 37,310 36,364 35,465	159,979 152,584 145,438 139,549 135,477	130 80 78 90 56	270 276 294 449 343	3,224 3,344 3,506 3,542 3,728	21,478 22,380 23,082 23,220 24,184	1945 1944 1943 1942 1941	1,311 1,690 2,067 1,285 489	7,189 11,157 13,881 7,812 2,487	(NA) (NA) (NA) (NA) (NA)	(NA) (NA) (NA) (NA) (NA)	880 1,237 1,620 861 184	5,968 9,332 11,577 5,671 1,035	(NA) (NA) (NA) (NA) (NA)	(NA) (NA) (NA) (NA) (NA)
1960 1959 1958 1957 1956	2,020 1,808 1,936 1,950 1,815	8,356 8,746 9,270 8,501 6,670	34,056 33,924 32,857 31,421 30,620	129,339 124,494 117,578 109,778 104,720	60 47 64 54 50	485 597 732 359 169	3,845 3,964 4,054 4,116 4,157	24,781 25,227 25,526 25,843 26,074	1940 1989 1935 1930 1925	495 1,040 484 873 942	1,754 2,595{ 1,020 2,469 2,582	(NA) 31,186 30,979 32,713 32,905 31,484	(NA) 69,440 64,886 69,608 65,638 57,281	167 117 25 74 99	579 244 83 159 315	(NA) 3,270 3,585 4,105 4,790 5,381	(NA) 11,874 12,773 13,947 15,314 15,997
1955 1954 1953 1952 1951	1,437 1,223 1,134 1,065 1,002	5,315 5,251 5,095 4,394 3,639	29,967 29,766 29,174 28,751 28,374	100,069 96,899 92,826 89,636 86,678	26 46 68 64 58	73 477 528 468 164	4,225 4,404 4,431 4,458 4,484	26,343 27,252 27,144 27,139 27,226	1915 1910 1905 1900 1895	1,637 1,426 1,474 1,611 1,205	4,616 2,588 2,218 2,354 1,844	30,643 29,943 29,574 27,840 30,288	49,246 41,884 35,949 28,957 25,086	605 140 206 242 155	2,217 222 352 347 200	3,180 3,380 3,457 3,135 3,200	5,846 5,018 3,996 2,750 2,165

NA Not available.

## Series Q 481-486a. Documented Merchant Vessels, by Geographic Region: 1816 to 1965

In thousands of tons. Gross tonnage of documented vessels of 5 net tons or more. As of December 31, 1789-1834; September 30, 1835-1842; June 30, 1843-1940; January 1 thereafter]

Year	Total seaboard	New England coast	Mid- Atlantic and Gulf coasts ¹	Pacific coast ²	Northern lakes	Western rivers	Year	Total seaboard	New England coast	Mid- Atlantic and Gulf coasts ¹	Pacific coast 2	Northern lakes	Western rivers
	481	482	483	484	485	486		481	482	483	484	485	486
1965	21,430	17,	074	4,356	1,878	3,208	1930	13,131	798	9,106	3,227	2,758	178
1964	21,482	17,	077	4,405	1,858	2,820	1929	13,527	815	9,447	3,264	2,771	179
1963	21,083	16,	547	4,537	1,932	2,676	1928	13,728	878	9,494	3,355	2,773	182
1962	21,010	555	15,922	4,533	2,056	2,389	1927	13,914	918	9,747	3,249	2,805	168
1961	22,064	692	16,059	5,313	2,121	2,218	1926	14,306	936	10,079	3,290	2,844	161
1960	24,708	814	18,112	5,782	1,728	2,145	1925	14,390	953	10,155	3,282	2,853	162
1959	25,577	827	18,439	6,312	1,627	1,691	1924	14,785	1,014	10,344	3,428	2,791	164
1958	25,520	898	17,955	6,667	1,638	1,429	1923	15,388	1,113	10,780	3,496	2,758	138
1957	26,605	1,007	18,634	6,964	1,569	1,247	1922	15,604	984	11,147	3,474	2,724	135
1956	26,952	1,091	18,732	7,129	1,558	1,100	1921	15,320	920	10,932	3,468	2,840	122
1955	27,405	1,191	19,211	7,004	1,590	962	1920	13,065	872	8,867	3,326	3,139	120
1954	28,299	1,239	19,908	7,152	1,616	849	1919	9,762	616	6,329	2,816	3,024	122
1953	28,184	1,204	19,886	7,094	1,624	738	1918	7,004	600	4,757	1,647	2,798	123
1952	28,136	1,335	19,604	7,196	1,556	725	1917	5,959	604	4,146	1,210	2,779	133
1951	28,040	1,559	18,409	8,072	1,565	736	1916	5,574	616	3,827	1,131	2,761	135
1950	28,866	1,505	18,915	8,446	1,628	721	1915	5,433	658	3,652	1,123	2,818	139
1949	29,407	1,679	18,639	9,089	2,076	699	1914	4,904	767	3,036	1,101	2,883	141
1948	30,484	1,719	18,397	10,368	2,079	604	1913	4,800	766	2,986	1,049	2,940	146
1947	35,238	1,834	20,340	13,064	2,091	504	1912	4,618	765	2,868	985	2,950	146
1947	35,829	1,644	19,927	14,258	2,183	489	1911	4,544	775	2,795	974	2,944	168
1945	30,306	1,472	17,186	11,648	2,061	446	1910	4,459	800	2,723	937	2,895	154
1944	23,569	972	13,596	9,001	1,793	434	1909	4,444	828	2,681	934	2,782	163
1943	14,714	440	10,051	4,224	1,620	428	1908	4,469	822	2,685	962	2,729	167
1942	11,856	544	9,372	1,939	1,624	379	1907	4,328	784	2,656	887	2,440	172
1942	11,776	494	9,318	1,964	1,641	305	1906	4,273	781	2,651	840	2,234	168
1940	12,064	458	9,563	2,047	1,669	285	1905	4,220	813	2,586	822	2,062	174
1939	12,668	418	9,779	2,471	1,712	252	1904	4,059	795	2,458	807	2,019	213
1938	12,666	454	9,730	2,483	1,739	246	1903	3,970	772	2,386	812	1,903	215
1937	12,733	515	9,630	2,588	1,713	230	1902	3,759	758	2,227	774	1,817	222
1936	12,512	517	9,254	2,741	1,767	218	1901	3,568	750	2,104	714	1,706	249
1935	12,700	589	9,248	2,863	1,773	181	1900	3,341	771	1,957	613	1,566	258
1934	12,883	620	9,312	2,951	1,802	177	1899	3,155	742	1,873	540	1,446	263
1933	13,077	641	9,465	2,970	1,814	170	1898	3,051	775	1,779	497	1,438	262
1932	13,793	708	9,970	3,115	1,857	189	1897	3,087	818	1,830	439	1,410	272
1931	12,958	712	9,157	3,089	2,767	184	1896	3,105	857	1,810	438	1,324	275

Series Q 481-486a. Documented Merchant Vessels, by Geographic Region: 1816 to 1965—Con. [In thousands of tons]

Year	Total seaboard	New England coast	Mid- Atlantic and Gulf	Pacific coast 2	Northern lakes		n rivers	Year	Total seaboard	New England coast	Mid- Atlantic and Gulf	Pacific coast 2	Northern lakes	Wester	· · · · · · · · · · · · · · · · · · ·
	481	482	coasts 1	484	485	Official 486	Haites 486a	<u> </u>	481	482	coasts 1	484	485	Official 486	Haites 486a
1895 1894 1893 1892	3,113 3,169 3,265 3,271 3,222	846 879 907 932 944	1,834 1,834 1,901 1,874 1,836	434 456 457 465 441	1,241 1,227 1,261 1,184 1,155	281 287 299 311 308		1855 1854 1853 1852 1851	4,877 4,531 3,872 3,566 3,259	2,004 1,806 1,679 1,557 1,414	2,779 2,623 2,088 1,906 1,785	93 102 105 103 59	206 161 254 217 196	129 111 282 355 318	178 169 169 153 143
1890 1889 1888 1887 1886	3,067 3,036 3,013 2,995 3,034	947 957 1,009 998 1,055	1,691 1,643 1,603 1,640 1,631	428 436 400 356 348	1,063 972 874 784 763	294 299 305 327 335		1850 1849 1848 1847 1846	3,051 2,874 2,729 2,464 2,257	1,368 1,289 1,258 1,125 1,071	1,665 1,584 1,470 1,339 1,186	19	181 174 148 134 91	303 286 277 241 215	135 130 133 122 106
1885 1884 1883 1882 1881	3,170 3,182 3,151 3,062 3,000	1,090 1,142 1,121 1,095 1,045	1,720 1,705 1,702 1,664 1,669	361 335 328 302 286	750 783 724 711 663	346 356 361 393 394		1845 1844 1843 1842 1841	2,143 2,033 1,940 1,888 1,936	1,010 963 923 915 984	1,138 1,071 1,017 973 951		86 72 66 61 58	188 174 152 143 137	96 90 80 76 85
1880 1879 1878 1877 1876	2,989 8,070 3,150 3,196 3,266	1,073 1,095 1,140 1,146 1,148	1,644 1,705 1,757 1,799 1,864	272 270 253 252 253	605 597 605 610 613	474 502 458 436 401		1840 1839 1838 1837 1836	2,014 (3) 1,837 1,771 1,773	1,012 (³) 901 889 877	1,002 (3) 936 882 896		(³) 50 35 30	118 ( ³ ) 109 91 79	83 78 65 64 57
1875 1874 1873 1872 1871	3,597 3,521 3,489 3,265 3,164	1,143 1,077 1,055 1,058 1,050	2,225 2,232 2,243 2,081 1,947	229 212 191 180 167	838 842 788 724 712	419 438 418 448 407		1835 1834 1833 1832 1831	1,735 (3) 1,530 1,367 1,215	896 (³) 811 700 576	840 (³) 718 667 639		17 (³) 17 16 9	78 (3) 60 56 44	50 41 37 35 29
1870 1869 1868 1867 1866	3,164 3,090 3,175 3,340 3,515	1,057 1,066 1,046 1,008 1,126	1,917 1,839 1,962 2,171 2,209	190 185 167 161 180	685 661 696 613 572	398 393 481 352 224	212 232 238	1830 1829 1828 1827 1826	1,146 (³) 1,692 1,590 1,501	581 (³) 787 714 706	565 ( ³ ) 905 876 795		13 (3) 10 9 9	33 (3) 39 22 24	25 22 19 20 17
1865 1864 1863 1862 1861	4,180 4,100 4,382 4,425 4,888	1,269 1,341 1,646 1,805 1,839	2,756 2,654 2,618 2,516 2,959	154 105 118 104 90	671 698 631 561 479	246 189 142 127 173	229 193 160 157 165	1825 1824 1823 1822 1821	1,397 1,362 1,312 1,298 1,265	641 613 600 601 580	756 748 711 697 684		7 9 7 7	19 18 18 20 27	13 10 12 13 14
1860 1859 1858 1857 1856	3,723 4,675 4,648 4,562 4,525	1,828 1,833 1,739 1,777 1,863	2,810 2,754 2,824 2,701 2,579	85 88 85 84	463 329 261 238 222	168 142 141 140 124	195 193 196 200 188	1820 1819 1818 1817 1816	1,245 1,228 1,194 1,320 1,857	565 551 528 562 569	681 678 667 758 788		7 7 6 7 5	27 25 25 13 10	14 18 6 3

Includes Puerto Rico and Virgin Islands.
 Includes Alaska, Hawaii, and Guam.

## Series Q 487-502. United States Flag Merchant Vessels, Steam and Motor: 1934 to 1970

[Dead-weight tonnage in thousands. As of June 30, except as indicated. Covers oceangoing vessels of 1,000 gross tons and over engaged in foreign and domestic trade, and inactive vessels. Excludes special types and vessels employed on Great Lakes]

	All v	essels						Active	vessels						Inactive	e vessels
			To	tal	Foreign	n trade			Domest	tic trade			Special	service		
Year and type of vessel	Num- ber	Tons	Num-	Tons	Num-	Tons	То	tal	Coas	twise		astal and itiguous	Num-	Tons	Num- ber	Tons
			ber		ber		Num- ber	Tons	Num- ber	Tons	Num- ber	Tons	ber			
	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502
1970 Combination Cargo Tanker	1,780 177 1,302 301	23,280 1,147 14,298 7,835	819 13 557 249	14,073 117 7,173 6,783	386 10 344 32	5,775 94 4,605 1,076	245 2 68 175	5,368 13 837 4,518	142 10 132	3,599 - 116 3,483	103 2 58 43	1,769 13 721 1,035	188 1 145 42	2,930 10 1,731 1,189	961 164 745 52	9,208 1,031 7,125 1,052
1969 Combination Cargo Tanker	2,013 187 1,521 305	25,079 1,214 16,462 7,403	1,013 22 780 211	15,180 198 9,412 5,570	447 20 398 29	6,021 187 5,100 734	199 2 69 128	4,062 11 823 3,228	105 - 8 97	2,619 111 2,508	94 2 61 31	1,445 11 713 721	367  313 54	5,097 3,489 1,608	1,000 165 741 94	9,898 1,015 7,050 1,833
1968 Combination Cargo Tanker	2,101 205 1,581 315	25,699 1,343 16,993 7,363	1,104 26 811 267	16,416 227 9,569 6,620	481 22 421 38	6,332 200 5,180 952	242 1 65 176	4,934 4 797 4,133	134 9 125	3,105 - 123 2,982	108 1 56 51	1,829 4 674 1,151	381 3 325 53	5,150 23 3,592 1,535	997 179 770 <b>4</b> 8	9,284 1,116 7,425 743
1967 Combination Cargo Tanker	2,209 222 1,670 317	26,560 1,454 17,843 7,263	1,107 27 818 262	16,273 281 9,547 6,495	460 24 400 36	6,037 214 4,963 860	233 1 66 166	4,654 4 810 3,840	142 - 9 133	3,333 - 120 3,213	91 1 57 33	1,323 4 691 628	414 2 352 60	5,582 13 3,774 1,795	1,102 195 852 55	10,286 1,223 8,296 767

Represents zero.

 $^{^3}$  No returns reported.  4  First 5 years of the series are as follows (in thousands of tons): 1811, 0.4; 1812, 0.4; 1813, 0.4; 1814, 0.7; and 1815, 1.5.

## WATER TRANSPORTATION

Series Q 487-502. United States Flag Merchant Vessels, Steam and Motor: 1934 to 1970—Con.
[Dead-weight tonnage in thousands]

	All v	essels						Active	vessels						Inactive	vessels
			То	tal	Foreign	ı trade			Domest	ic trade			Special	service		
Year and type of vessel	Num- ber	Tons	Num-	Tons	Num-	Tons	То	tal	Coas	twise	Intercoa noncon		Num-	Tons	Num- ber	Tons
			ber		ber		Num- ber	Tons	Num- ber	Tons	Num- ber	Tons	ber			
	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502
1966 Combination Cargo Tanker	2,292 225 1,739 328	27,393 1,476 18,565 7,352	1,043 29 760 254	15,388 250 8,913 6,225	494 26 420 48	6,576 233 5,093 1,250	248 1 83 164	4,825 4 1,050 3,771	139 - 11 128	3,202 - 160 3,042	109 1 72 36	1,623 4 890 729	301 2 257 42	3,987 13 2,770 1,204	1,249 196 979 74	12,004 1,225 9,652 1,127
1965 Combination Cargo Tanker	2,425 236 1,840 349	28,755 1,558 19,561 7,636	779 19 561 199	11,821 158 6,679 4,985	512 18 440 54	6,877 153 5,249 1,475	217 1 92 124	3,953 4 1,056 2,892	118 13 105	2,667 - 142 2,525	99 1 79 19	1,286 4 914 368	50 - 29 21	993 375 618	1,646 217 1,279 150	16,934 1,402 12,883 2,651
1964 Combination Cargo Tanker	2,598 271 1,959 368	30,084 1,787 20,612 7,685	940 35 642 263	13,868 307 7,493 6,067	584 32 509 43	7,271 290 5,971 1,010	295 1 100 194	5,504 4 1,137 4,362	184 19 165	3,964 220 3,744	111 1 81 29	1,540 4 918 618	61 2 33 26	1,098 13 385 695	1,658 236 1,317 105	16,219 1,480 13,121 1,618
1963 Combination Cargo Tanker	2,691 290 2,013 388	30,753 1,924 21,047 7,784	946 33 649 264	13,812 288 7,498 6,027	587 30 512 45	7,344 271 5,979 1,095	299 1 103 195	5,479 4 1,157 4,318	207 - 26 181	4,349 290 4,059	92 1 77 14	1,130 4 867 259	60 2 34 24	989 13 362 614	1,745 257 1,364 124	16,940 1,636 13,549 1,756
1962	2,716 289 2,018 409	30,954 1,925 21,024 8,006	940 34 628 278	13,473 294 7,083 6,096	543 29 482 32	6,616 260 5,554 803	340 2 115 223	5,951 14 1,283 4,703	231 32 199	4,640 - 362 4,278	109 2 83 24	1,311 14 872 425	57 3 31 23	906 20 296 590	1,776 255 1,390 131	17,481 1,630 13,941 1,911
1961 Combination Cargo Tanker	2,810 300 2,086 424	31,525 2,012 21,575 7,941	644 20 456 168	8,837 172 5,025 3,641	415 17 365 33	5,066 152 4,135 781	182 - 64 118	3,107 - 642 2,465	115 17 98	2,325 - 173 2,152	67 47 20	783 - 469 313	47 3 27 17	664 20 248 395	2,166 280 1,630 256	22,690 1,840 16,549 4,301
1960 Combination Cargo Tanker	2,934 305 2,204 425	32,601 2,038 22,813 7,750	951 36 633 282	12,922 320 6,907 5,695	558 34 479 45	6,541 305 5,265 972	372 2 148 222	5,926 14 1,589 4,323	237 - 35 202	4,284 - 375 3,910	135 2 113 20	1,642 14 1,215 413	21 - 6 15	455 - 53 402	1,983 269 1,571 143	19,679 1,717 15,906 2,055
1959 Combination Cargo Tanker	3,047 288 2,347 412	33,565 1,950 24,333 7,283	963 39 646 278	12,636 343 6,986 5,306	533 36 473 24	5,935 323 5,189 422	375 2 142 231	5,912 14 1,512 4,386	229 - 35 194	4,054 - 336 3,718	146 2 107 37	1,858 14 1,176 668	55 1 31 23	789 6 285 498	2,084 249 1,701 134	20,930 1,607 17,848 1,977
Combination Cargo Tanker	3,047 238 2,425 384	83,316 1,638 25,125 6,553	970 44 657 269	12,358 413 7,051 4,895	551 36 487 28	6,208 344 5,348 516	356 3 133 220	5,369 30 1,366 3,973	229 - 37 192	3,811 - 345 3,466	127 3 96 28	1,558 30 1,021 507	63 5 37 21	781 39 337 406	2,077 194 1,768 115	20,958 1,225 18,076 1,658
1957 Combination Cargo Tanker	3,032 230 2,450 352	32,900 1,594 25,412 5,894	1,199 50 822 327	14,874 467 8,779 5,628	721 38 611 72	8,406 363 6,649 1,393	399 3 161 235	5,595 30 1,675 3,891	262 	4,082 - 398 3,684	137 3 120 14	1,513 30 1,277 207	79 9 50 20	873 74 455 344	1,833 180 1,628 25	18,027 1,127 16,634 266
1956 Combination Cargo Tanker	3,150 247 2,511 392	34,052 1,683 26,007 6,363	1,127 48 738 341	13,988 443 7,864 5,680	644 38 524 82	7,538 359 5,688 1,489	402 1 149 252	5,639 10 1,569 4,061	281 - 42 239	4,269 - 411 3,858	121 1 107 13	1,370 10 1,158 202	81 9 65 7	811 74 607 130	2,023 199 1,773 51	20,065 1,240 18,140 685
CombinationCargoTanker	3,235 249 2,560 426	35,017 1,687 26,539 6,790	1,163 50 772 341	14,232 453 8,182 5,597	601 39 492 70	6,992 361 5,383 1,248	425 1 160 264	5,880 10 1,650 4,220	271 - 43 228	3,999 - 385 3,614	154 1 117 36	1,881 10 1,265 606	137 10 120 7	1,360 82 1,149 129	2,072 199 1,788 85	20,786 1,234 18,358 1,193
1954 Combination Cargo Tanker	3,333 252 2,636 445	35,860 1,695 26,435 7,730	1,123 54 730 339	13,645 466 6,876 6,303	623 39 489 95	7,299 361 5,226 1,713	398 5 154 239	5,324 23 1,581 3,719	265  44 221	3,854 - 396 3,458	133 5 110 18	1,470 23 1,185 261	102 10 87 5	1,022 82 69 871	2,210 198 1,906 106	22,216 1,230 19,559 1,427
1953 Combination Cargo Tanker	3,349 257 2,630 462	36,255 2,039 27,228 6,988	1,415 55 964 396	16,738 479 10,060 6,199	629 40 461 128	7,390 378 4,890 2,122	437 5 167 265	5,725 23 1,638 4,064	303 - 59 244	4,275 - 517 3,758	134 5 108 21	1,450 23 1,121 306	349 10 336 3	3,623 78 3,532 13	1,934 202 1,666 66	19,517 1,560 17,168 790
1952 Combination Cargo Tanker	3,350 260 2,629 461	36,081 2,044 27,210 6,827	1,447 62 967 418	16,976 552 10,047 6,378	782 44 582 156	9,052 393 6,177 2,481	395 1 135 259	5,190 4 1,302 3,884	291 - 58 233	4,033 - 517 3,516	104 1 77 26	1,158 4 786 368	270 17 250 3	2,734 155 2,567 13	1,903 198 1,662 43	19,106 1,491 17,164 451
Combination Cargo Tanker	3,386 266 2,650 470	36,336 2,067 27,376 6,893	1,654 63 1,144 447	19,284 537 12,015 6,731	988 46 743 199	11,425 404 7,892 3,129	426 5 176 245	5,833 24 1,721 3,587	287 - 55 232	3,924 - 484 3,440	139 5 121 13	1,408 24 1,236 146	240 12 225 3	2,523 109 2,401 13	1,732 203 1,506 23	17,053 1,530 15,361 162
Combination Cargo Tanker	3,408 83 2,846 479	36,526 639 28,927 6,959	1,145 51 682 412	13,828 417 7,075 6,335	711 45 505 161	8,353 389 5,367 2,597	434 6 177 251	5,474 28 1,708 3,787	279 	3,716 - 559 3,157	155 6 111 38	1,757 28 1,149 580			2,268 32 2,164 67	22,698 222 21,851 624

⁻ Represents zero.

Series Q 487-502. United States Flag Merchant Vessels, Steam and Motor: 1934 to 1970—Con.
[Dead-weight tonnage in thousands]

						Dead-we	eight tonn	age in tho	usands]							
	All	ressels						Active	vessels						Inactive	e vessels
			То	tal	Foreig	n trade			Domest	ic trade			Special	service		
Year and type of vessel	Num- ber	Tons	Num-	Tons	Num-	Tons	Т	otal	Coas	twise		astal and itiguous	Num-	Tons	Num- ber	Tons
			ber		ber		Num- ber	Tons	Num- ber	Tons	Num- ber	Tons	ber			
	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502
1949 Combination Cargo Tanker	3,379 79 2,799 501	36,228 609 28,442 7,177	1,386 47 969 370	16,044 388 10,063 5,593	1,004 43 813 148	11,416 375 8,626 2,415	382 4 156 222	4,628 13 1,437 3,178	262 - 53 209	3,437 - 416 3,021	120 4 103 13	1,191 13 1,021 157			1,993 32 1,830 131	20,184 221 18,379 1,584
1948 Combination Cargo Tanker	3,490 77 2,887 526	36,774 601 28,674 7,499	1,723 48 1,221 454	19,552 385 12,424 6,743	1,246 41 1,023 182	13,767 357 10,592 2,818	477 7 198 272	5,785 28 1,832 3,925	327 - 68 259	4,329 - 569 3,760	150 7 130 13	1,456 28 1,263 165			1,767 29 1,666 72	17,222 216 16,250 756
1947 ¹ Combination Cargo Tanker	3,696 95 2,977 624	38,882 742 29,206 8,934	2,114 38 1,628 448	23,651 284 16,561 6,806	1,608 32 1,434 137	17,238 259 14,779 2,200	511 6 194 311	6,413 25 1,782 4,606	381 - 82 299	5,104 659 4,445	130 6 112 12	1,309 25 1,123 161			1,582 57 1,349 176	15,231 458 12,645 2,128
1946 2 Combination Cargo Tanker	4,852 117 3,829 906	50,263 800 36,675 12,785	2,762 56 2,220 486	29,127 412 21,408 7,305	1,890 15 1,607 268	20,592 127 16,200 4,264	442 10 226 206	4,807 38 1,910 2,858	297 - 101 196	3,483 - 730 2,753	145 10 125 10	1,324 38 1,180 106	430 31 387 12	3,728 247 3,298 183	2,090 61 1,609 420	21,136 388 15,267 5,480
1941 Combination Cargo Tanker	1,168 94 716 358	10,096 541 5,472 4,083	1,137 88 693 356	9,919 526 5,324 4,070	471 43 358 70	4,052 348 2,966 739	663 44 333 286	5,836 165 2,340 3,331	488 34 179 275	4,261 118 937 3,205	175 10 154 11	1,575 47 1,402 125	3 1 2	31 13 18 -	31 6 23 2	177 15 148 13
Combination Cargo Tanker	1,300 140 790 370	11,019 873 6,020 4,126	1,119 112 642 365	9,653 696 4,892 4,065	425 66 291 68	3,749 514 2,443 791	693 46 350 297	5,893 182 2,438 3,273	500 36 188 276	4,172 129 988 3,054	193 10 162 21	1,721 53 1,450 218	1 1 -	10 10 -	181 28 148 5	1,867 176 1,129 62
Combination Cargo Tanker	1,398 163 851 384	11,699 1,079 6,364 4,256	1,092 131 609 352	9,308 856 4,545 3,908	319 78 193 48	2,804 621 1,619 565	772 53 415 304	6,499 235 2,921 3,343	543 37 229 277	4,359 139 1,197 3,022	229 16 186 27	2,141 96 1,724 320	1 1 -	5 - 5 -	306 . 32 242 32	2,391 224 1,819 348
1938	1,422 167 882 373	11,814 1,108 6,557 4,149	1,060 125 592 343	9,019 764 4,436 3,819	366 76 213 77	3,301 562 1,808 931	694 49 379 266	5,718 202 2,629 2,888	494 38 205 251	3,946 145 1,073 2,728	200 11 174 15	1,772 57 1,556 159	- - - -	- - -	362 42 290 30	2,795 344 2,121 330
Combination Cargo Tanker	1,517 185 975 357	12,335 1,204 7,231 3,900	1,231 159 721 351	10,251 1,051 5,344 3,856	426 99 275 52	3,643 753 2,286 604	805 60 446 299	6,608 298 3,058 3,252	563 40 241 282	4,467 147 1,253 3,067	242 20 205 17	2,141 151 1,806 184	1 - 1 - 1	- - -	286 26 254 6	2,085 153 1,887 44
1936 Combination Cargo Tanker	1,563 201 1,007 355	12,323 1,281 7,405 3,637	1,208 171 694 343	9,697 1,083 5,072 3,541	430 104 250 76	3,714 770 2,087 857	776 67 442 267	5,958 313 2,961 2,684	537 46 243 248	3,878 170 1,227 2,482	239 21 199 19	2,079 143 1,734 202	2 - 2 -	25 - 25 -	355 30 313 12	2,626 198 2,333 95
Combination Cargo Tanker	1,637 217 1,065 355	12,809 1,347 7,847 3,615	1,145 176 645 324	9,194 1,099 4,741 3,354	434 108 253 73	3,748 802 2,096 850	709 68 390 251	5,425 296 2,624 2,504	488 47 215 226	3,479 149 1,085 2,245	221 21 175 25	1,946 147 1,539 260	2 - 2 -	21 21 -	492 41 420 81	3,615 248 3,106 261
Combination Cargo Tanker	1,673 233 1,079 361	12,986 1,389 7,946 3,652	1,097 184 596 317	8,767 1,123 4,382 3,262	438 111 258 69	3,758 823 2,168 763	657 73 336 248	4,993 300 2,194 2,499	440 50 200 190	3,005 143 1,025 1,838	217 23 136 58	1,987 157 1,169 661	2 - 2 -	21 - 21 -	576 49 483 44	4,219 266 8,564 390

⁻ Represents zero.

Data as of December 31.

Series Q 503-505. Gross Tonnage of Documented Merchant Vessels, by Type of Service: 1934 to 1970 [In thousands of tons. Documented vessels of 5 tons or more. As of June 30, 1934-1940; January 1, thereafter. Includes Puerto Rico and Guam]

Year	Freight (dry cargo)	Tanker	All other	Year	Freight (dry cargo)	Tanker	All other	Year	Freight (dry cargo)	Tanker	All other
	503	504	505		503	504	505	lear	503	504	505
1970 1969 1968 1965 1964 1963 1962 1981 1960 1959 1958 1958	17,781 17,393 17,236 18,320 20,637 21,842 21,420	6,412 6,139 5,976 5,673 5,645 5,539 5,535 5,404 5,261 4,908 4,632 4,934 4,934	3,305 3,134 3,134 2,784 2,784 2,689 2,685 2,679 2,683 2,645 2,534 2,546 2,386	1955	22,298 22,818 22,605 22,556 22,598 23,766 24,047 27,407 28,087	5,279 5,520 5,478 5,478 5,354 5,554 6,001 4,171 8,196 8,336	2,881 2,427 2,463 2,409 2,889 2,452 2,414 4,949 2,230 2,077	1945 1944 1943 1942 1941 1941 1939 1938 1938 1937 1936	23,931 18,878 11,365 8,262 8,115 8,267 8,615 8,702 8,671 8,702 8,748 8,887	6,835 4,802 3,128 3,261 3,053 3,089 2,989 2,989 2,881 2,686 2,668 2,674	2,047 2,115 2,268 2,373 2,553 2,553 2,929 2,960 3,123 3,109 3,288 3,301

² Data as of September 30.

Series Q 506-517. Net Tonnage Capacity of Vessels Entered and Cleared: 1789 to 1970
[In thousands of net tons. For years ending September 20, 1789-1842; June 30, 1848-1918; December 31 thereafter. Excludes domestic trade. Includes Alaska, Hawaii, Puerto Rico, and, beginning 1935, the Virgin Islands]

			Vessels e	entered	·				Vessels	cleared		
		All ports			Seaports 1			All ports			Seaports 1	
Year	Total	U.S. vessels	Foreign vessels									
	506	507	508	509	510	511	512	513	514	515	516	517
970 969 968 967 966	254,154 238,085 229,850 220,681 217,894	26,239 26,662 30,389 30,830 31,487	227,915 211,423 199,465 189,848 186,407	226,666 213,008 203,664 195,871 191,684	24,234 25,264 27,456 26,990 28,621	202,431 187,741 176,210 168,878 163,063	253,136 237,986 230,324 220,231 219,437	26,953 27,235 31,198 30,827 32,738	226,183 210,758 199,126 189,404 186,699	225,925 212,746 204,086 195,845 193,433	24,898 25,738 28,244 27,089 29,925	201,027 187,013 175,839 168,756 163,507
965 964 963 962 961	209,000 199,330 186,700 178,334 166,548	34,041 34,956 33,300 33,774 31,144	174,960 164,373 153,400 144,560 135,404	183,724 174,625 165,124 158,606 148,955	30,919 30,909 29,677 29,963 28,266	152,806 143,715 135,447 128,644 120,688	208,736 202,262 187,539 178,953 168,878	34,016 35,337 34,106 34,165 31,941	174,721 166,924 153,433 144,788 136,936	183,540 177,636 166,103 159,330 151,295	31,048 31,409 30,440 30,337 29,062	152,492 146,225 135,663 128,993 122,233
960 959 958 957 956	162,765 154,213 149,097 162,925 147,844	30,189 26,417 26,842 35,898 36,247	132,575 127,796 122,255 127,027 111,598	145,828 137,845 136,291 146,144 130,767	26,708 21,897 23,642 31,189 31,254	119,119 115,947 112,648 114,956 99,514	166,715 155,505 148,816 162,578 148,269	31,280 26,623 26,449 35,118 36,317	135,434 128,883 122,366 127,460 111,952	149,778 139,262 136,102 145,954 131,391	27,649 22,042 23,324 30,569 31,510	122,127 117,221 112,778 115,385 99,881
1955 1954 1953 1952 1951	128,405 109,524 112,559 116,375 108,086	34,321 33,860 39,319 45,223 44,571	94,084 75,664 73,240 71,152 63,515	113,807 97,198 97,344 101,263 93,674	30,407 30,133 34,969 40,732 40,482	83,400 67,065 62,875 60,532 53,192	129,368 109,899 112,935 114,797 110,236	34,407 33,579 39,188 43,726 46,763	94,961 76,321 73,747 71,071 63,472	114,806 97,674 97,627 99,703 96,257	30,615 29,969 34,775 39,273 43,024	84,192 67,706 62,852 60,429 53,233
1950 1949 1948 1947 1946		35,376 41,251 47,726 53,627 53,045	51,251 44,451 43,199 40,170 27,213	73,451 74,701 76,910 80,889 69,520	31,757 37,626 43,270 49,044 49,143	41,693 37,076 33,640 31,844 20,378	87,829 84,286 89,449 97,160 77,225	36,043 39,681 45,775 54,088 49,124	51,778 44,604 43,667 43,072 28,101	74,785 73,063 75,714 84,508 66,376	32,510 36,136 41,348 49,558 45,113	42,269 36,927 34,358 34,949 21,263
1945 1944 1943 1942	94,021 81,860 61,084 43,942 59,061	61,375 48,071 29,292 13,611 20,940	32,646 33,789 31,792 30,331 38,121	81,182 66,305 44,739 28,258 42,616	56,499 42,196 24,508 10,326 16,767	24,682 24,109 20,231 17,932 25,849	94,559 87,385 66,716 47,706 62,596	61,460 53,050 33,682 16,354 21,869	33,099 34,335 33,034 31,352 40,726	81,452 71,717 50,232 31,976 46,142	56,332 46,919 28,826 13,149 17,701	25,120 24,798 21,406 18,827 28,441
940 939 938 937 936	58,544 68,992 70,516 71,560 65,972	19,220 17,769 19,020 19,527 20,682	39,324 51,223 51,496 52,033 45,290	45,393 57,973 59,223 59,980 55,038	15,740 14,553 15,899 16,747 17,510	29,652 43,421 43,324 43,233 37,528	62,171 70,306 71,286 72,880 66,066	20,248 18,156 18,829 19,938 20,069	41,923 52,150 52,456 52,942 45,997	48,996 59,218 60,064 61,177 55,381	16,766 14,903 15,742 17,134 16,967	32,230 44,316 44,322 44,043 38,414
1985 1984 1983 1982 1981	64,612 63,787 60,936 64,837 72,782	22,372 23,192 22,488 24,278 26,907	42,240 40,594 38,448 40,559 45,875	54,289 53,132 51,564 55,229 60,427	18,893 19,186 19,051 20,643 21,499	35,395 83,946 32,513 34,587 38,929	64,887 63,702 61,287 64,446 73,501	22,126 22,799 22,434 23,865 26,854	42,761 40,908 38,853 40,582 46,647	54,722 53,162 52,083 54,900 61,204	18,651 18,901 19,093 20,204 21,417	36,071 34,261 32,990 34,695 39,787
1930 1929 1928 1927	81,253 82,602 80,211 74,310 76,933	31,866 32,241 31,285 29,289 26,890	49,387 50,361 48,926 45,021 50,043	66,499 66,853 62,809 58,921 63,759	24,620 25,208 22,991 22,001 21,091	41,879 41,645 39,818 36,920 42,668	81,307 82,343 80,667 75,440 79,041	31,560 31,927 31,734 29,793 28,532	49,747 50,416 48,933 45,647 50,509	66,500 67,030 63,331 59,759 65,583	24,154 25,045 23,180 22,078 22,234	42,346 41,985 40,151 37,681 43,349
1925 1924 1923 1922	69,378 68,292 66,319 65,191 62,285	27,947 29,628 27,725 31,738 31,185	41,431 38,664 38,594 33,453 31,100	55,636 54,726 52,775 51,701 49,958	21,148 22,462 20,984 23,633 24,402	34,487 32,264 31,791 28,068 25,556	70,229 68,910 66,624 64,839 62,665	27,808 30,092 27,932 31,759 30,181	42,421 38,818 38,692 33,080 32,484	57,160 55,294 53,215 51,799 50,423	21,394 22,896 21,305 23,755 23,432	35,766 32,397 31,910 28,044 26,991
1920 1919 1918 ² 1917	64,104 46,702	32,119 21,933 19,284 18,725 17,928	31,985 24,769 26,173 31,747 33,622	51,531 36,381 31,101 36,521 37,744	26,225 16,224 11,256 10,898 9,446	25,306 20,157 19,845 25,623 28,298	67,817 51,257 46,014 52,077 52,423	34,053 24,992 19,206 19,146 17,902	33,764 26,265 26,808 32,931 34,521	54,980 40,751 31,869 38,094 38,946	27,875 19,133 11,280 11,339 9,763	27,106 21,617 20,589 26,755 29,182
1915 1914 1913 1912		13,275 13,730 13,073 11,257 9,693	33,435 39,659 37,567 34,901 32,982	35,032 40,052 37,973 34,659 32,457	6,830 5,436 5,241 4,572 4,302	28,202 34,616 32,732 30,087 28,155	46,885 53,183 51,152 46,417 42,437	13,418 13,740 13,946 11,703 9,753	33,467 39,443 37,206 34,713 32,684	35,458 39,743 37,566 34,706 32,299	7,110 5,185 5,289 4,794 4,427	28,347 34,558 32,277 29,912 27,871
1910 1909 1908 1908 1907		8,888 8,771 8,473 8,116 7,613	31,347 30,287 30,066 28,507 26,543	30,917 30,243 30,444 29,248 27,401	4,214 4,403 4,814 3,924 4,023	26,703 25,840 26,130 25,324 23,379	39,706 38,196 38,282 35,990 33,784	8,809 8,492 8,435 8,093 7,581	30,897 29,705 29,846 27,898 26,204	30,510 29,604 30,198 28,499 26,970	4,196 4,215 4,288 3,797 3,928	26,314 25,389 25,910 24,700 23,04
1905 1904 1903 1902	30,983 29,952 31,094 30,654 29,768	7,081 6,679 6,907 6,961 6,381	23,903 23,273 24,187 23,693 23,387	24,793 24,111 24,698 24,361 24,791	4,120 3,806 3,881 4,020 3,980	20,673 20,305 20,817 20,342 20,811	31,158 30,016 31,316 30,444 29,820	7,203 6,641 6,975 6,822 6,417	23,955 23,374 24,341 23,623 23,403	25,020 24,192 24,823 24,242 24,889	4,259 3,836 3,931 3,956 4,020	20,760 20,350 20,890 20,280 20,870
1900 1899 1898 1897 1896		6,136 5,341 5,240 5,525 5,196	22,027 20,770 20,339 18,235 15,793	23,534 21,963 21,700 20,003 17,453	3,974 3,333 3,362 3,611 3,673	19,559 18,631 18,838 16,391 13,779	28,281 26,266 25,748 23,709 21,415	6,209 5,472 5,111 5,618 5,330	22,072 20,794 20,637 18,091 16,085	23,618 22,177 21,892 19,878 17,819	4,006 3,463 3,231 3,637 3,741	19,61 18,71 18,66 16,24 14,07
1895 1894 1893 1892		4,473 4,655 4,359	14,822 15,335 15,223 16,543	16,725 17,025 16,679 18,180 15,394	3,677 3,649 3,493 3,747 3,670	18 049	19,751 20,272 19,761 21,161 18,261	4,504 4,740 4,403 4,536 4,455	15,246 15,532 15,357 16,625 13,805	17,024 17,306 16,825 18,258 15,411	3,616 3,747 3,537 3,751 3,716	13,40 13,56 13,28 14,50 11,69

Series Q 506-517. Net Tonnage Capacity of Vessels Entered and Cleared: 1789 to 1970—Con. [In thousands of net tons]

			Vessels	entered					Vessels	cleared		
		All ports			Seaports 1			All ports			Seaports 1	
Year	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels
	506	507	508	509	510	511	512	513	514	515	516	517
1890	18,107	4,083	14,024	15,366	3,405	11,961	18,149	4,067	14,082	15,429	3,390	12,039
1889	15,952	3,724	12,228	13,312	3,128	10,184	16,343	3,988	12,355	13,672	3,342	10,329
1888	15,393	3,367	12,026	12,956	2,914	10,042	15,669	3,415	12,254	13,252	2,944	10,308
1887	15,816	3,366	12,451	13,532	2,871	10,661	15,753	3,259	12,494	13,511	2,771	10,740
1886	15,136	3,232	11,904	12,230	2,762	9,468	15,328	3,303	12,024	12,413	2,806	9,607
1885	15,305	3,132	12,173	12,287	2,709	9,578	15,515	3,232	12,283	12,496	2,809	9,688
	15,069	3,202	11,867	12,085	2,821	9,264	15,205	3,237	11,968	12,206	2,845	9,861
	16,382	3,256	13,126	13,361	2,835	10,526	16,541	3,307	13,234	13,565	2,895	10,670
	17,601	3,341	14,260	14,656	2,968	11,688	17,757	3,318	14,439	14,846	2,936	11,911
	18,319	3,254	15,066	15,631	2,919	12,711	18,470	3,376	15,094	15,794	3,040	12,754
1880	18,011	3,437	14,574	15,251	3,140	12,111	18,043	3,397	14,646	15,296	3,078	12,218
1879	16,193	3,415	12,778	13,768	3,050	10,718	16,075	3,464	12,611	13,617	3,071	10,545
1878	14,464	3,642	10,821	11,531	3,009	8,521	14,808	3,872	10,935	11,844	3,196	8,647
1877	13,455	3,663	9,791	10,406	2,958	7,449	13,442	3,765	9,677	10,389	3,043	7,345
1876	12,511	3,611	8,899	9,716	2,928	6,788	12,655	3,732	8,923	9,839	3,037	6,802
1875	11,693	3,574	8,119	9,143	2,887	6,256	11,897	3,737	8,160	9,341	3,061	6,279
1874	13,092	3,894	9,198	10,010	2,915	7,095	13,189	3,982	9,207	10,058	2,961	7,097
1873	11,696	3,613	8,083	8,395	2,443	5,951	11,822	3,757	8,065	8,515	2,574	5,941
1872	10,806	3,712	7,095	7,770	2,585	5,185	10,734	3,682	7,051	7,739	2,598	5,141
1871	10,009	3,743	6,266	6,994	2,604	4,391	9,898	3,747	6,152	6,918	2,635	4,283
1870	9,156	3,486	5,670	6,270	2,452	3,818	9,169	3,507	5,662	6,362	2,530	3,832
1869	8,750	3,403	5,348	6,032	2,459	3,573	7,754	3,381	4,373	6,114	2,502	3,612
1868	8,046	3,551	4,495	5,572	2,466	3,106	8,279	3,718	4,561	5,811	2,625	3,186
1867	7,774	3,455	4,819	5,266	2,146	3,121	7,885	3,420	4,465	5,501	2,270	3,230
1866	7,782	3,372	4,410	5,008	1,891	3,117	7,822	3,383	4,438	5,161	2,030	3,131
1865	6,161	2,944	3,217	3,827	1,615	2,212	6,620	3,025	3,595	4,161	1,710	2,450
1864	6,538	8,066	3,471	4,167	1,655	2,512	6,832	3,091	3,741	4,279	1,662	2,617
1863	7,255	4,615	2,640	4,205	2,308	1,898	7,511	4,447	3,064	4,343	2,266	2,077
1862	7,363	5,118	2,245	4,191	2,629	1,562	7,339	4,962	2,377	4,205	2,568	1,637
1861	7,241	5,024	2,218	4,559	3,025	1,534	7,151	4,889	2,262	4,410	2,874	1,536
1860	8,275 7,806 6,605 7,186 6,872	5,921 5,266 4,396 4,721 4.385	2,354 2,540 2,209 2,465 2,487	5,000 4,913 4,338 4,843 4,464	3,302 3,328 3,051 3,482 3,194	1,698 1,585 1,287 1,361 1,270	8,790 7,916 7,803 7,071 7,000	6,166 5,297 4,490 4,581 4,538	2,624 2,618 3,313 2,490 2,462	5,257 4,867 4,436 4,882 4,695	3,501 3,315 3,128 3,483	1,756 1,552 1,309 1,398

			2,40	4,40	3,13	1,20	7,00	)U II 4,53	8 2,462	4,090 !	<u> </u>	
		Vessels	entered			Vessels	cleared			Vessel	s entered, all	ports
		All ports				All ports					U.S.	Foreign
Year	Total	U.S. vessels	Foreign vessels	Seaports 1	Total	U.S. vessels	Foreign vessels	Seaports 1	Year	Total	vessels	vessels
	506	507	508	509	512	513	514	515		506	507	508
1855 1854 1853 1852 1851	5,945 5,884 6,282 5,293 4,993	3,861 3,752 4,004 3,236 3,054	2,084 2,132 2,278 2,057 1,939	4,178 4,343 4,157 3,926 3,466	6,179 6,019 6,066 5,278 5,130	4,069 3,911 3,767 3,231 3,201	2,110 2,108 2,299 2,048 1,930	4,435 4,524 4,289 (NA) (NA)	1820 1819 1818 1817 1816	880 869 917 992 1,136	801 784 755 780 877	79 86 161 212 259
1850 1849 1848 1847 1846	3,749 4,369 3,799 3,322 3,111	2,573 2,658 2,393 2,101 2,151	1,176 1,711 1,405 1,220 960	3,013 2,890 2,503 2,429 2,022	4,361 4,429 3,865 3,379 3,189	2,633 2,754 2,461 2,202 2,221	1,728 1,676 1,404 1,177 968	3,167 (NA) (NA) (NA) (NA) (NA)	1815 1814 1813 1812 1811	918 108 351 715 981	701 60 238 668 948	217 48 114 47 33
1845 1844 1843 1842 1841	2,946 2,894 1,678 2,243 2,368	2,035 1,977 1,144 1,510 1,682	911 917 535 733 736	2,011 1,897 (NA) (NA) (NA)	2,984 2,918 1,792 2,277 2,371	2,054 2,011 1,268 1,536 1,634	930 907 524 740 737	(NA) (NA) (NA) (NA) (NA)	1810 1809 1808 1807 1806	989 705 586 1,203 1,135	909 605 539 1,116 1,044	80 99 48 87 91
1840 1839 1838 1837 1836	2,289 2,116 1,895 2,065 1,936	1,577 1,491 1,303 1,300 1,255	712 625 592 766 680	1,788	2,353 2,090 2,013 2,023 1,990	1,647 1,478 1,409 1,267 1,316	706 612 604 756 674	1,861	1805 1804 1803 1802 1801	1,010 944 951 944 1,007	922 822 787 799 849	88 122 164 146 157
1835 1834 1833 1832 1831	1,994 1,648 1,608 1,343 1,405	1,353 1,075 1,111 950 923	641 568 497 393 482		2,031 1,712 1,639 1,362 1,244	1,401 1,134 1,142 975 973	631 578 497 388 272		1800 1799 1798 1797 1796	804 732 610 681 722	683 625 522 608 675	121 108 88 73 47
1830 1829 1828 1827 1826	1,099 1,004 1,019 1,056 1,048	967 873 868 918 942	182 131 150 188 106		1,105 1,078 1,048 1,112 1,052	972 945 897 981 953	133 133 151 131 99		1795 1794 1793 1792 1791	637 609 611 659 604	580 526 448 415 364	57 83 164 244 241
1825	974 952 895 889 847	881 850 775 788 765	93 102 119 101 82		1,055 1,022 931 911 888	960 919 811 814 805	95 103 120 97 83		1790 1789	606 234	355 127	251 107

Series Q 506, 25,029; series Q 507, 11,006; series Q 508, 14,023; series Q 509, 16,113; series Q 510, 5,747; series Q 511, 10,366; series Q 512, 25,472; series Q 513, 11,223; series Q 514, 14,249; series Q 515, 16,112; series Q 516, 5,614; and series Q 517, 10,498.

NA Not available.

1 Comprises all ports except northern border ports.

2 As of June 30; figures (in thousands of tons) for July-Dec. are as follows:

Series Q 518-523. Value of Waterborne Imports and Exports (Including Reexports) of Merchandise: 1790 to 1970 [In millions of dollars. For years ending September 30, 1790-1842; June 30, 1843-1915; December 31 thereafter. Includes gold and silver coin and bullion to 1879, imports and exports by land prior to 1871; and all waterborne foreign commerce of ports on the Great Lakes]

		Imports			Exports				Imports			Exports	
Year	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels	Year	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels
ļ	518	519	520	521	522	523		518	519	520	521	522	523
1970 1969 1968 1967 1966 1965 1965 1964 1963 1963 1962	24,728 21,570 21,139 17,434 17,319 14,943 13,441			24,394 19,915 19,359 18,636 18,520 16,926 17,089			1876	465 541 581 647 623 526	143 158 176 175 177 163	321 383 405 472 445 363	660 658 708 666 562 583	168 156 174 172 168 190	492 502 534 495 894 393
4000	12,382 11,805 10,644 11,140 11,633 9,700			14,793 13,705 13,635 13,164 10,618 10,664			1870	462 437 872 418 446 249 330	153 137 123 117 112 74 81	309 301 249 301 333 174 248	530 439 477 461 565 856 340	200 153 175 181 214 93 103	330 286 302 281 352 263 237 200 105
1960 1959 1958 1957 1956 1955 1954 1954 1953 1952	9,244 8,899 8,073 7,334 8,292 8,118 8,441			12,948 11,045 9,227 8,286 7,852 9,031 10,109			1863 1862 1861 1859 1858	253 206 336 362 339 283	110 92 202 228 216 204	143 113 134 134 123 79	332 230 249 400 357 325	132 125 180 279 250 243	
1950 1949 1948 1947 1946 1945 1944 1944	6,754 4,965 5,197 4,368 3,691 (NA) (NA)	2,239 (NA) (NA) (NA) (NA)	1,452 (NA)	7,097 8,475 8,877 11,026 7,705 7,860 11,382	4,692 4,052 5,582	3,013 3,808 5,800	1857 1856 1855 1854 1853 1852 1851	361 315 261 301 268 208 216	259 250 202 215 192 155 164	102 65 59 86 76 53 53	363 327 275 276 231 210 218	251 232 203 191 155 139 152	121 107 81 112 95 72 84 76 70 66
1948 1985 1984 1938 1982 1981	(NA) 1,813 1,446 1,287 1,164 1,829	(NA) 649 528 461 431 619	(NA) (NA) 1,164 917 826 784 1,210	10,275 1,973 1,837 1,471 1,385 2,043	4,828 705 658 515 476 732	1,268 1,179 956 909 1,311	1850 1849 1847 1846 1845 1844 1843	178 148 155 147 122 117 108 65	140 120 129 113 106 102 94 50	38 27 26 33 16 15 14	152 146 154 154 113 115 111	100 101 110 100 87 87 78 65	52 45 44 54 27 28 33
1930 1929 1928 1927 1926 1925 1924 1923 1922	2,635 3,807 3,550 3,662 3,891 3,716 3,145 3,312 2,704	898 1,205 1,133 1,215 1,195 1,151 1,012 1,040	1,737 2,602 2,418 2,447 2,696 2,565 2,133 2,272	3,168 4,322 4,277 4,097 4,050 4,224 4,010 3,539	1,117 1,487 1,472 1,484 1,401 1,473 1,532 1,358 1,261	2,051 2,835 2,804 2,663 2,649 2,751 2,478 2,181 2,020	1843 1842 1841 1840 1889 1838 1837 1836 1836 1836 1834 1833 1831	100 128 107 162 115 141 189 150	89 113 93 144 104 122 171 135	11 15 14 18 11 19 18 15	105 122 132 121 108 117 129 122	80 95 106 95 89 91 97 94	25 27 26 26 19 26 32 28 27 22 21
1922 1921 1920 1919 1918 1917	2,704 2,187 4,731 3,414 2,577 2,590	921 765 1,988 1,228 717 733	1,783 1,422 2,743 2,186 1,860 1,857	3,281 3,888 7,252 7,090 5,226 5,408	3,165 2,596 986 946	2,486 4,087 4,494 4,240 4,457	1834 1833 1832 1831	127 108 101 103	114 98 90 94 66	13 10 11 9	104 90 87 81 74	78 68 66 66	
1916 1915 1 1914 1913 1912 1911	2,157 1,526 1,738 1,698 1,551 1,436	532 281 199 193 171 147	1,625 1,245 1,539 1,505 1,380 1,290	5,403 4,820 2,466 2,048 2,075 1,880 1,774	665 291 170 188 152 134	4,155 2,176 1,878 1,887 1,729 1,641	1830	74 89 79 85 96 81 78	69 82 75 81 92 75 72 77 58	5754456	72 72 82 78 100 76 75	62 61 72 70 89 67	10 10 11 10 8 11 9 9
1910 1909 1908 1907 1906 1905 1904 1903 1902	1,467 1,241 1,123 1,340 1,140 1,039 923 960 847 776	147 151 152 177 168 161 132 124 102	1,319 1,090 971 1,164 971 878 791 886 745 683	1,516 1,481 1,670 1,662 1,550 1,355 1,308 1,281 1,258 1,376	114 108 121 142 154 130 97 91 84	1,403 1,373 1,550 1,521 1,396 1,225 1,211 1,190 1,174 1,292	1822 1821 1820 1819 1818 1817 1816 1815 1814 1813 1813 1812 1811	83 63 74 87 122 99 147 113 13 22	77 58 67 67 103 78 107 87	7 20 18 21 40 26 5	72 65 70 70 93 88 82 53 7	61 55 62 58 75 65 65 87 4	8 13 19 23 26 15 3
1900	806 664 586 729 744 699 625 822 788 804	104 82 94 109 117 108 122 127	701 582 492 620 627 591 504 695 649	1,284 1,143 1,158 986 821 758 843 804 997 853	91 79 68 80 70 62 74 71 81	1,193 1,065 1,090 906 751 695 769 733 916 774	1812 1811 1810 1809 1808 1807 1806 1805 1804 1803 1802 1801	77 53 85 59 57 139 129 121 85	65 48 79 52 53 130 120 112 77	12 5 6 7 4 8 9 8	28 39 61 67 52 22 108 102 96 78	18 31 53 60 44 20 98 90 85	8 9 7 8 3 11 11 11 11 9
1890	749 707 692 665 611 556 648 700 702	125 121 124 121 119 113 135 136	624 586 568 543 492 444 513 564	825 714 674 695 660 718 714 799 738	78 83 67 73 78 82 99 104	747 631 606 622 582 636 615 694 641 777	1808 1802 1801 1800 1799 1798 1798 1796 1795 1795 1798 1798	65 76 111 91 79 69 75 81 70 35	56 67 101 83 71 62 69 77 64 31	9 9 10 8 8 6 6 5 6 6 3	56 72 93 71 79 61 51 59 48	46 61 81 62 68 53 45 53 42 28 20	9 11 12 9 10 8 6 6 6 5 6 8 8 9
1880 1879 1878 1877	625 653 454 454 481	134 149 144 146 152	503 310 307 330	894 830 729 736 695	117 109 128 167 165	721 601 570 580	1794 1793 1792 1791 1790	31 32 29 23	26 21 17 9	3 6 10 12 14	26 21 19 20	20 13 10 8	6 8 9 12

¹ Figures (in millions of dollars) for July-Dec. are as follows: Series Q 518, 817; Q 519, 179; Q 520, 638; Q 521, 1,625; Q 522, 200; Q 523, 1,425.

Series Q 524-529. Tonnage of Waterborne Imports and Exports, by Flag of Carrier Vessel: 1921 to 1970 [In thousands of short tons]

		Imports			Exports				Imports			Exports	
Year	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels	Year	Total	U.S. vessels	Foreign vessels	Total	U.S. vessels	Foreign vessels
	524	525	526	527	528	529		524	525	526	527	528	529
1970 1969 1968 1967	299, 159 288, 620 282, 751 256, 806 266, 075	15,438 10,985 16,321 13,526 15,598	283,721 277,635 266,430 243,280 250,477	239,774 199,286 194,483 187,427 185,978	14,940 13,060 15,599 15,365 17,358	224,834 186,226 178,884 172,062 168,620	1945 1 1944 1 1943 1 1942 1	39,426 33,320 30,988 27,393	31,415 26,209 24,740 17,399	8,011 7,111 6,248 9,994	61,603 55,215 47,765 41,670	37,729 34,002 25,302 16,227	23,874 21,213 22,463 25,443
1965 1964 1963 1962	255,596 233,774 212,542 210,631 187,887	15,573 16,278 15,682 18,373 15,155	240,023 217,496 196,860 192,257 172,732	171,811 171,431 156,122 134,001 127,519	19,048 23,937 20,885 19,535 18,411	152,762 147,494 135,237 114,466 109,108	1940 1939 1938 1937 1936	44,667 42,054 36,756 47,110 43,003	17,322 12,459 13,527 14,967 14,780	27,345 29,595 23,230 32,143 28,223	60,929 61,697 62,286 61,105 44,480	12,989 10,557 11,602 12,189 9,650	47,990 51,140 50,684 48,916 34,830
1960 1959 1958 1957	198,830 200,481 175,605 172,030	19,627 19,219 20,628 34,558	179,203 181,262 154,977 137,472	123,887 108,281 114,748 165,796	20,133 17,724 18,686 29,092	103,754 90,557 96,062 136,704	1935 1934 1938 1932 1931	38,042 33,392 29,755 32,156 40,168	15,820 14,299 12,340 14,923 19,168	22,221 19,092 17,415 17,232 21,000	42,723 42,360 36,272 35,666 44,855	9,789 10,567 9,357 9,125 12,396	32,935 81,792 26,914 26,541 32,459
1956 1955 1954 1953 1952	159,472 141,123 120,685 119,003 107,421	39,394 37,409 36,291 38,468 41,683	120,078 103,715 84,395 80,535 65,738	144,755 112,796 78,178 80,549 103,048	27,304 22,144 18,378 19,448 30,417	90,652 59,800 61,101 72,630	1930 1929 1928 1927 1926	53,270 57,103 53,083 47,245 50,049	27,801 28,260 27,089 24,033 23,638	25,469 28,844 25,993 23,212 26,411	55,699 64,372 65,889 63,768 76,316	16,703 20,071 21,602 20,939 19,177	38,995 44,301 44,287 42,829 57,140
1950 1949 1948 1947 1946	96,703 77,371 67,416 59,203 49,184	42,836 42,268 41,364 40,528 37,682 32,340	57,767 54,435 36,007 26,888 21,521 16,844	115,690 62,685 71,865 88,312 124,317 87,043	43,232 20,379 26,136 34,501 61,062 49,799	72,458 42,306 45,729 53,810 63,254 37,244	1925 1924 1923 1922 1921	48,311 45,807 48,491 50,044 37,167	23,760 24,968 25,518 31,286 26,269	24,551 20,839 22,973 18,758 10,898	55,626 58,533 54,970 47,602 54,477	17,603 20,515 18,131 18,871 20,784	38,024 38,018 36,838 28,731 33,692

¹ Excludes U.S. Army and Navy cargo and Great Lakes.

## Series Q 530-541. Waterborne Cargo Tonnage, Foreign and Domestic: 1924 to 1970

[In thousands of short tons of 2,000 pounds. For definition of cargo tonnage, see text. Net totals are derived by deducting two types of duplications from unadjusted totals:

(1) Traffic between seaports and river points, and (2) "Other duplications," comprising principally coastwise and lake traffic passing through canals and connecting channels other than the St. Marys Falls Canal and the Detroit River]

			For	reign commer	ce				Domestic	commerce		
	Foreign and domestic		Through	seaports	Great Lal	kes ports	Net	Betwee	n ports	Local		Intra-
Year	commerce	Total	Imports	Exports	Imports	Exports	total 1	Coast- wise	Lake- wise	and intraport ²	Internal	territory 3
	530	531	532	533	534	535	536	537	538	539	540	541
970 969 968 967	1,448,712 1,395,839	580,969 521,312 507,950 465,972 471,391	312,934 295,648 278,827 248,245 257,173	205,698 168,944 166,580 162,443 155,759	26,406 24,645 32,110 27,720 26,674	35,932 32,075 30,434 27,564 31,785	950,727 927,399 887,889 870,634 862,725	238,440 216,708 214,251 214,647 208,375	157,059 160,844 151,116 153,597 164,037	81,475 87,536 90,730 102,320 99,215	472,123 460,945 430,174 398,593 389,852	1,630 1,366 1,618 1,478 1,247
965 964 963 962	1,238,094 1,173,767 1,129,404	443,727 421,925 385,659 358,599 329,330	244,874 224,433 209,370 207,041 188,179	142,121 142,874 129,782 110,492 105,959	24,961 24,152 18,006 15,649 11,986	31,771 30,465 28,502 25,417 23,205	829,169 816,168 788,108 770,805 732,825	201,508 205,688 213,853 215,461 206,899	153,695 151,405 141,741 135,744 136,841	102,865 99,579 98,981 102,277 93,929	369,615 357,916 331,902 316,062 294,052	1,486 1,586 1,636 1,265 1,104
960 959 958 957	1,052,402	339,277 325,670 308,851 358,540 326,690	198,466 198,608 181,480 176,236 163,349	104,810 91,629 101,555 146,890 126,448	12,851 14,878 8,004 10,116 10,865	23,151 20,555 17,811 25,298 26,027	760,573 726,732 695,665 772,862 766,223	209,197 205,509 194,050 196,419 205,910	155,109 131,220 132,289 182,150 173,991	104,193 106,747 105,425 110,824 114,364	291,057 282,269 261,069 281,066 269,734	1,01 98 2,83 2,40 2,22
955 954 953 952 951	923,548	271,103 213,844 217,396 227,326 232,056	144,276 123,503 120,595 108,674 101,813	95,404 65,244 63,780 85,072 97,608	8,681 5,921 7,387 7,287 6,935	22,742 19,176 25,635 26,293 25,705	745,033 653,796 706,151 660,396 692,073	195,718 187,240 188,758 184,207 186,759	184,809 145,364 188,621 154,112 178,463	112,868 102,719 102,562 103,972 112,029	249,693 217,061 224,957 216,644 213,405	1,95 1,41 1,25 1,46 1,41
950 949 948 947 946	740,721 793 200	169,225 165,358 162,971 188,256 148,877	96,299 77,153 68,078 57,366 47,948	43,640 65,740 65,404 101,996 76,589	5,683 4,839 4,219 4,796 4,163	23,603 17,626 25,270 24,098 20,177	651,359 575,363 630,229 578,561 468,155	182,544 161,431 174,081 153,098 137,609	169,881 145,592 172,491 163,180 138,617	106,906 102,637 113,959 112,668 91,225	190,789 165,703 169,698 149,615 81,668	1,28
945	- 605,928 580 581	172,094 153,736 127,284 99,221 120,652	44,526 39,441 33,077 25,974 54,616	100,333 82,613 63,086 46,023 40,605	6,511 8,055 7,120 4,488 4,628	20,724 23,627 24,001 22,736 20,802	446,812 452,192 453,297 490,679 532,948	90,705 70,806 60,009 74,016 155,927	157,900 164,971 159,458 172,606 163,161	97,822 106,194 106,278 104,189 98,728	87,073 95,821 93,689 92,748 85,368	

Series Q 530-541. Waterborne Cargo Tonnage, Foreign and Domestic: 1924 to 1970-Con. [In thousands of short tons of 2,000 pounds]

			Fo	reign comme	rce			Doi	mestic comm	erce	
	Foreign and domestic		Through	seaports	Great La	kes ports	Net	Betwee	en ports	Local	
Year	commerce	Total	Imports	Exports	Imports	Exports	total ¹	Coast- wise	Lake- wise	and intraport 2	Internal
	530	531	532	533	534	535	536	537	538	539	540
1940	607,900	111,255	40,740	49,568	4,118	16,829	496,645	157,027	141,103	97,632	70,217
1939	569,400	112,667	37,854	57,711	4,941	12,161	456,733	150,983	113,309	87,710	62,014
1938	466,900	105,182	33,886	55,476	5,110	10,710	361,718	138,545	72,846	76,216	56,034
1938	583,100	114,413	43,764	52,910	4,102	13,637	468,687	149,740	135,075	91,059	55,295
1937	525,842	90,247	37,507	37,154	5,423	10,163	435,595	132,515	115,250	88,024	44,337
1935	453,331	81,639	33,942	33,922	4,716	9,059	371,692	115,561	83,628	76,583	35,720
1934	414,308	77,898	30,553	33,570	4,287	9,488	336,410	113,849	71,685	60,998	34,894
1933	394,104	69,466	27,670	31,197	3,034	7,565	324,638	110,675	68,911	55,207	26,030
1932	342,489	70,429	29,843	30,039	3,072	7,475	272,060	94,484	39,544	54,845	27,242
1931	445,648	89,525	37,375	38,841	4,016	9,293	356,123	113,949	71,788	67,530	37,327
1930	520,280	114,110	46,448	48,148	7,590	11,924	406,170	117,821	109,791	79,414	37,591
1929	583,800	127,510	51,591	55,761	6,885	13,773	456,290	124,999	135,838	89,528	41,995
1928	539,200	126,768	46,690	56,151	8,548	15,379	412,432	119,254	119,301	75,728	39,870
1927	532,500	120,523	43,388	56,550	8,098	12,487	411,977	121,036	112,805	78,020	40,559
1926	540,500	131,293	44,834	69,859	6,424	10,176	409,207	108,023	115,791	88,270	36,798
1925	483,400	108,548	42,793	49,251	7,317	9,187	374,852	105,090	110,626	59,981	49,787
1924	453,700	101,562	36,425	49,008	4,962	11,167	352,138	88,554	92,563	77,270	34,101

¹ Figures for 1924-1945 are approximations; there are some minor duplications in figures for foreign traffic. Domestic commerce, for 1924-1946, includes "rivers, canals, and connecting channels," not shown separately.

Series Q 542-547. Waterborne Bulk Freight Traffic on the Great Lakes: 1900 to 1970 [In thousands of short tons]

			Dry bulk			Bulk trade				Dry bulk		
Year	Total	Iron ore	Coal	Grain	Stone	in petroleum products	Year	Total	Iron ore	Coal	Grain	Stone
	542	543	544	545	546	547	-	542	543	544	545	546
970 969 968 967	209,531 196,267 191,947 192,503 210,128	97,550 96,664 93,667 90,279 95,506	49,684 46,924 48,862 52,891 55,585	28,820 16,595 16,325 17,617 25,014	38,477 36,083 33,093 31,717 34,022	13,873 13,149 12,834 12,110 12,980	1935 1934 1933 1932 1931	82,887 75,739 71,373 41,673 74,149	31,766 24,919 24,218 3,997 26,284	35,289 35,477 31,777 24,857 31,176	6,750 7,951 8,713 8,890 9,480	9,082 7,392 6,665 3,929 7,209
965 964 963 962 961	195,332 192,041 174,341 157,490 154,201	88,063 87,489 75,374 70,656 68,205	54,574 52,143 51,643 46,184 43,970	21,875 21,637 18,777 15,919 16,608	30,819 30,771 28,547 24,731 25,418	11,168 10,790 12,417 13,893 14,874	1930 1929 1928 1927 1926	112,529 138,574 127,331 120,760 121,289	52,173 73,028 60,458 57,240 65,563	38,072 39,255 34,823 34,794 31,011	9,851 10,021 16,372 14,693 12,087	12,433 16,270 15,678 14,033 12,628
960 959 958 957 956	169,857 144,622 141,434 196,206 192,267	81,842 57,625 61,362 97,752 89,819	46,701 47,228 44,950 56,780 57,375	14,135 13,609 12,626 11,235 14,320	27,179 26,160 22,496 30,439 30,753	14,295 14,410 14,025 16,628 16,137	1925 1924 1923 1922 1921	113,292 98,047 121,029 89,455 68,034	60,571 47,737 66,122 47,727 24,977	28,049 25,861 33,137 19,869 26,661	13,320 15,223 11,850 14,267 12,470	11,352 9,226 9,920 7,592 3,926
955 954 953 952 951	193,759 151,298 199,697 168,677 189,750	99,871 68,090 107,346 83,900 99,783	53,378 46,367 51,035 46,284 50,946	10,788 11,866 14,317 15,215 13,150	29,722 24,975 26,999 23,278 25,871	15,532 14,901 16,810 17,448 16,297	1920 1919 1918 1917 1916	106,519 91,762 114,614 115,102 117,053	65,551 52,839 68,495 69,998 72,503	26,410 26,424 32,102 31,193 28,440	6,736 6,092 6,549 7,162 10,556	7,822 6,407 7,468 6,749 5,554
950 949 948 947 946	177,953 151,697 185,612 177,606 147,955	87,591 77,902 92,890 87,246 66,478	57,640 40,930 60,564 58,060 53,727	9,327 12,543 9,877 11,409 10,198	23,395 20,322 22,282 20,891 17,552	13,331 12,607 10,956 10,145 10,217	1915 1914 1913 1912 1911	93,050 72,940 100,018 87,174 68,646	51,877 35,864 54,959 53,129 35,987	26,220 27,282 33,362 24,673 25,700	11,099 9,794 11,697 9,372 6,959	8,854
945 944 943 942 941	175,083 184,159 175,653 182,731 172,287	84,801 90,911 94,534 103,125 89,732	55,246 60,163 51,969 52,534 53,535	18,718 16,229 11,810 8,502 11,387	16,318 16,856 17,340 18,570 17,633	9,364 10,196 9,450 8,940 9,387	1910 1909 1908 1907 1906	80,015 71,954 53,791 74,743 66,152	47,733 46,686 28,479 46,245 42,015	26,478 18,617 19,288 21,487 17,274	5,804 6,651 6,024 7,011 6,863	
940939938937936	145,216 114,230 75,118 134,688 114,415	71,358 50,482 21,575 70,111 50,201	49,320 40,368 34,623 44,319 44,699	9,645 11,172 10,679 5,829 7,434	14,893 12,208 8,241 14,429 12,081		1905 1904 1908 1902 1901	58,008 40,331 45,571 44,374 37,064	37,494 23,774 26,488 30,284 22,576	14,401 12,370 13,351 9,196 9,820	6,113 4,187 5,732 4,894 4,668	
							1900	35,298	20,799	8,908	5,591	

² Includes figures for harbor traffic of New York, Philadelphia, and San Francisco; local traffic of other seaports, and local traffic of lake ports.
³ Beginning 1959, excludes traffic in Alaska and Hawaii; such traffic included in other domestic traffic categories.

## Series Q 548-552. Freight Traffic on the Sault Ste. Marie Canals: 1855 to 1900

[In thousands of short tons, except grain in thousands of bushels]

			(====					-			
Year	Total traffic	Iron ore	Coal	Grain	Stone	Year	Total traffic	Iron ore	Coal	Grain	Stone
100.	548	549	550	551	552		548	549	550	551	552
1900	25,643 25,256 21,235 18,983 16,239	16,444 15,328 11,707 10,634 7,909	4,487 3,941 3,776 3,039 3,023	56,664 88,398 88,418 80,814 90,705	49 39 5 6 18	1875 1874 1873 1872 1871	833 655 888 746 586	493 428 504 383 327	101 61 97 81 47	1,486 1,270 2,480 1,013 1,686	(Z) 3 2 5 6
1895 1894 1893 1892 1891	15,063 13,196 10,797 11,214 8,889	8,062 6,549 4,015 4,901 3,560	2,574 2,797 3,008 2,904 2,508	54,547 86,414 45,887 42,661 39,849	24 21 19 40 44	1870 1869 1868 1867	540 368 299 325 239	410 239 192 223 152	16 28 26 23 20	354 324 285 249 230	5
1890 1889 1888 1887 1886	9,041 7,516 6,411 5,495 4,528	4,775 4,096 2,571 2,498 2,088	2,177 1,629 2,105 1,353 1,010	18,262 18,825 20,619 23,872 19,707	48 34 34 13 9	1865 1864 1863 1862 1861	182 284 237 162 88	147 214 182 113 45	11 8 11 12	144 78 59 77	
1885 1884 1883 1882 1881	3,257 2,875 2,267 2,030 1,568	1,235 1,136 792 987 748	895 706 714 430 296	15,697 12,503 6,677 4,202 3,825	8 6 2 5 1	1860 1859 1858 1857 1856	154 122 57 52 34	120 66 31 26 12	9 4 5 4	133 72 21 41 82	
1880 1879 1878 1877 1876	1,322 1,051 937 913 1,074	677 540 556 568 610	171 111 92 92 125	4,659 3,578 2,138 1,728 2,396	2 2 3 3 2	1855	15	1	1		

Z Less than 500 short tons.

## Series Q 553-555. Commercial Ocean Traffic on the Panama Canal: 1915 to 1970

[For years ending June 30. Includes oceangoing tolls-paying vessels and foreign naval vessels of 300 net tons and over (Panama Canal measurement) for vessels rated on net tonnage, or 500 tons displacement and over for vessels rated on displacement tonnage]

Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)	Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)	Year	Number of transits	Tolls (\$1,000)	Cargo (1,000 long tons)
	553	554	555		553	554	555		553	554	555
1970 1969 1968 1967 1966	13,658 13,146 13,199 12,412 11,925	94,620 87,423 83,907 76,769 69,095	114,257 101,373 96,550 86,193 81,704	1950 1949 1948 1947 1946	5,448 4,793 4,678 4,260 3,747	24,430 20,541 19,957 17,597 14,774	28,872 25,305 24,118 21,671 14,978	1980 1929 1928 1927 1926	6,027 6,289 6,253 5,293 5,087	27,060 27,111 26,922 24,212 22,920	30,018 30,648 29,616 27,734 26,030
1965 1964 1963 1962 1961	11,834 11,808 11,017 11,149 10,866	65,443 61,098 56,368 57,290 54,128	76,573 70,550 62,247 67,525 63,670	1945 1944 1943 1942 1941	1,939 1,562 1,822 2,688 4,727	7,244 5,456 7,357 9,752 18,158	8,604 7,003 10,600 13,607 24,951	1925 1924 1923 1922 1921	4,592 5,158 3,908 2,665 2,791	21,394 24,285 17,504 11,192 11,269	23,957 26,993 19,566 10,883 11,596
1960 1959 1958 1957 1956	9,187	50,939 45,529 41,796 38,444 36,154	59,258 51,153 48,125 49,702 45,119	1940 1939 1938 1937 1936	5,370 5,903 5.524 5,387 5,382	21,145 23,661 23,170 23,102 23,479	27,299 27,867 27,387 28,108 26,506	1920 1919 1918 1917 1916 1	2,393 1,948 1,989 1,738	8,508 6,164 6,429 5,621 2,403	9,372 6,910 7,526 7,055 3,093
1955 1954 1953 1952 1951	7,784 7,410 6.524	33,849 33,248 31,918 26,923 23,906	40,646 39,095 36,095 33,611 30,073	1935	5,180 5,234 4,162 4,362 5,370	23,307 24,047 19,602 20,695 24,625	25,310 24,704 18,161 19,799 25,065	1915 2	1,058	4,367	4,888

¹ Canal closed about 7 months by slides.

² Canal opened Aug. 15, 1914.

## WATER TRANSPORTATION

# Series Q 556-557. Tonnage Moved on New York State Canals: 1837 to 1970 [In short tons of 2,000 pounds]

Year	All canals	Erie division, freight originating	Year	All canals	Erie division, freight originating	Year	All canals	Erie division, freight originating	Year	All canals	Erie division, freight originating
	556	557		556	557		556	557		556	557
1970 1969 1968 1967 1966	2,734,963 3,248,440 8,249,035 3,219,994 3,147,129	983,986 1,492,071 1,409,769 1,332,853 1,314,250	1935 1934 1933 1932 1931	4,489,172 4,142,728 4,074,002 3,643,433 3,722,012	3,898,506 3,645,125 3,574,951 3,186,094 3,277,936	1900 1899 1898 1897 1896	3,345,941 3,686,051 3,360,063 3,617,804 3,714,894	2,145,876 2,419,084 2,338,020 2,584,906 2,742,438	1865 1864 1863 1862 1861	4,729,654 4,852,941 5,557,692 5,598,785 4,507,635	2,523,490 2,535,792 2,955,302 3,204,277 2,500,782
1965	3,270,796 3,194,696 3,225,526 3,279,944 3,223,558	1,508,546 1,500,946 1,541,251 1,610,959 1,583,098	1930 1929 1928 1927 1926	3,605,457 2,876,160 3,089,998 2,581,892 2,369,367	3,044,271 2,422,204 2,535,684 2,047,774 1,935,278	1895 1894 1893 1892 1891	3,500,314 3,882,560 4,331,963 4,281,995 4,563,472	2,356,084 3,144,144 3,235,726 2,978,832 3,097,853	1860 1859 1858 1857 1856	4,650,214 3,781,684 3,665,192 3,344,061 4,116,082	2,253,533 1,753,954 1,767,004 1,566,624 2,107,678
1960 1959 1958 1957 1956	3,415,095 3,719,919 4,000,580 4,468,539 4,858,044	1,772,789 1,976,739 2,056,733 2,675,853 3,053,219	1925 1924 1923 1922 1921	2,344,013 2,032,317 2,006,284 1,873,434 1,270,407	1,945,466 1,691,766 1,626,062 1,485,109 993,639	1890 1889 1888 1887	5,246,102 5,370,369 4,942,948 5,553,805 5,293,982	3,303,929 3,673,554 3,321,516 3,840,513 3,808,642	1855 1854 1853 1852 1851	4,022,617 4,165,862 4,247,853 3,863,441 3,582,733	2,202,463 2,224,008 2,196,308 2,129,334 1,955,265
1955	4,616,399 3,859,335 4,497,231 4,487,858 5,211,472	2,779,491 2,395,291 3,211,932 3,112,480 3,673,104	1920	1,421,434 1,238,844 1,159,270 1,297,225 1,625,050	891,221 842,164 667,374 675,083 917,689	1885 1884 1883 1882	4,731,784 5,009,488 5,664,056 5,467,423 5,179,192	3,208,207 3,389,555 3,587,102 3,694,364 3,598,721	1850 1849 1848 1847 1846	3,076,617 2,894,732 2,796,230 2,869,810 2,268,662	1,635,089 1,622,444 1,599,965 1,661,575 1,264,408
1950 1949 1948 1947	4,615,618 3,949,739 4,513,817 3,790,050 2,820,541	3,620,346 2,685,635 3,121,411 2,514,643 1,685,516	1915 1914 1918 1912 1911	1,858,114 2,080,850 2,602,035 2,606,116 3,097,068	1,155,235 1,361,764 1,788,453 1,795,069 2,031,735	1880 1879 1878 1877 1876	6,457,656 5,362,372 5,171,320 4,955,963 4,172,129	4,608,651 3,820,027 3,608,634 3,254,367 2,418,422	1845 J844 1843 1842 1841	1,977,565 1,816,586 1,513,439 1,236,931 1,521,661	1,038,700 945,944 819,216 712,310 906,442
1945 1944 1943 1942 1941	2,968,682 2,506,840 2,824,160 3,539,101 4,505,059	1,665,447 1,729,448 2,166,393 2,760,596 3,512,829	1910 1909 1908 1907 1906	3,073,412 3,116,536 3,051,877 3,407,914 3,540,907	2,023,185 2,031,307 2,177,443 2,415,548 2,385,491	1875 1874 1873 1872 1871	4,859,958 5,804,588 6,364,782 6,673,370 6,467,888	2,787,226 8,097,122 8,602,535 8,562,560 8,580,922	1840 1839 1838 1837	1,416,046 1,435,713 1,333,011 1,171,296	829,960 845,007 744,848 667,151
1940 1939 1938 1937 1936	4,768,160 4,689,037 4,709,488 5,010,464 5,014,206	3,587,086 3,643,782 3,349,250 4,173,700 4,220,397	1905 1904 1903 1902 1901	3,226,896 3,138,547 3,615,385 3,274,610 3,420,613	1,999,824 1,945,708 2,414,018 2,105,876 2,257,035	1870 1869 1868 1867 1866	6,173,769 5,859,080 6,442,225 5,688,325 5,775,220	3,083,132 2,845,072 3,346,986 2,920,578 2,896,027			

Series Q 558. Federal Expenditures for Rivers and Harbors: 1822 to 1970
[In thousands of dollars. For years ending June 30]

Year	Total	Year	Total	Year	Total	Year	Total	Year	Total
	558		558		558		558		558
1970 1969 1968 1967 1967	1,050,803 1,124,790 1,170,845 1,182,958 1,208,301	1940 1939 1938 1937 1937	107,082 115,987 135,921 178,825 106,239	1910	29,273 34,579 30,361 23,310 25,955	1880 1879 1878 1877 1876	8,080 8,267 8,791 4,655 5,736	1850	42 26 24 44 219
1965 1964 1963 1962 1961	1,092,588 993,916 1,004,022 889,936 863,600	1935 1934 1933 1932 1931	162,375 104,873 76,788 84,260 80,903	1905 1904 1903 1902 1901	22,814 22,546 19,590 14,948 19,544	1875	6,434 5,704 6,312 4,962 4,421	1845	529 313 111 82 79
1960 1959 1958 1957 1956	800,948 721,767 624,558 545,032 489,118	1930 1929 1928 1927 1926	73,970 57,299 70,197 60,620 63,464	1900 1899 1898 1897 1896	18,736 16,094 20,792 13,686 18,119	1870 1869 1868 1867 1866	3,528 3,545 3,457 1,217 295	1840	145 780 1,054 1,362 869
1955 1954 1953 1952 1951	455,612 475,418 272,130 214,957 204,699	1925 1924 1923 1922 1921	69,882 62,025 47,478 43,393 57,166	1895 1894 1893 1892 1891	19,944 19,888 14,804 13,024 12,253	1865	305 102 65 37 172	1835 1834 1833 1832 1831	569 598 704 538 652
1950 1949 1948 1947 1946	190,456 160,431 115,728 89,170 79,542	1920 1919 1918 1917 1916	47,188 33,078 29,594 30,487 32,450	1890 1889 1888 1887 1886	11,740 11,234 7,007 7,786 4,197	1860 1859 1858 1857 1856	228 290 427 268 161	1830	574 524 188 136 87
1945 1944 1948 1942 1941	57,146 64,366 84,368 88,664 86,580	1915 1914 1918 1912 1911	46,834 50,762 42,275 35,861 33,968	1885	10,558 8,237 13,839 11,624 9,072	1855 1854 1853 1852 1851	791 937 489 40 70	1825 1824 1823 1822	40 26 1

Series Q 559-564. Investment in Canals, by Region and Agency of Enterprise: 1815 to 1860
[In millions of dollars]

Year		United State	es	Northeast	South	West			United Stat	es			
Year	Total	State	Private			West	Year	Total	State	Private	Northeast	South	West
	559	560	561	562	563	564	-	559	560	561	562	563	564
1860 1859 1858 1857 1856	1.2 1.9 2.8 3.5 4.2	1.0 1.4 1.6 2.9 3.2	0.1 .5 1.1 .7 1.0	1.1 1.7 2.3 3.0 3.6	0.1 .2 .4 .5	0.1	1837 1836 1835 1834	8.2 4.4 3.5 4.4	3.9 1.8 2.0 2.8	4.3 2.6 1.5 1.6	4.4 2.9 2.9 3.9	1.2 .3 .1	2.7 1.2 .5 .4
1855	5.3 4.7 3.8 3.4 4.7	4.2 3.8 2.4 1.9 2.0	1.1 .9 1.4 1.5 2.8	4.6 4.0 3.3 2.8 3.8	.4 .3 .2 .5 .8	.2 .4 .5 .3 .1	1832 1831 1830 1829 1829	5.3 4.6 3.7 7.5 7.0 7.8	2.7 2.9 2.2 5.1 3.7 4.0	2.6 1.7 1.5 2.4 3.2 3.7	4.9 4.2 3.0 6.1 5.2	.1 .2 .1 .5 .8	.4 .2 .4 .7 1.0 .9 1.0
1850 1849 1848 1847 1846	4.9 3.4 4.5 4.7 1.8	2.3 1.9 1.5 1.1 .8	2.5 1.6 3.0 3.6 1.0	4.2 2.9 3.9 3.5 .5	.7 .4 .3 .6 .7	.1 .3 .6 .7	1827 1826 1825 1824 1823	5.6 4.0 2.7 2.5 2.8	2.3 1.5 1.5 1.8 2.2	3.7 3.3 2.5 1.2 .7	6.0 4.3 3.0 2.2 1.9 2.4	.7 .4 .3 .4 .6	1.0 .9 .8 .1
845 844 843 842 841	2.0 1.0 1.0 3.1 11.7	1.1 .7 .7 2.6 9.8	.9 .3 .3 .6 1.9	.7 .2 .3 1.8 8.8	.3 .1 .3 .5	1.0 .8 .6 1.1 2.4	1822 1821 1820 1819 1818	2.7 1.6 1.1	2.3 1.3 .8 .6	.7 .3 .2 .2 .2	2.2 1.3 .8 .7	.4 .3 .3	
840 839 838	14.3 13.6 12.3	11.3 9.5 7.2	3.0 4.1 5.1	8.4 7.3 6.0	1.2 1.9 1.9	4.7 4.4 4.4	1817 1816 1815	(Z) (Z)	.1	.1	.6		

⁻ Represents zero. Z Less than \$50,000.

# Air Transportation (Series Q 565-637)

#### Q 565-637. General note.

Only scattered data on air transportation are available for years before 1926. Regular collection of national statistics began with the establishment in that year of an Aeronautics Branch in the Department of Commerce. In 1934 a Bureau of Air Commerce was organized in that department. The Civil Aeronautics Act of 1938 created the Civil Aeronautics Authority, an independent regulatory agency, which was reorganized in 1940 into 2 separate entities, the Civil Aeronautics Board and the Civil Aeronautics Administration. In 1958, the latter's functions were transferred to the Federal Aviation Agency, which in turn was made a part of the Department of Transportation in 1966 and renamed the Federal Aviation Administration (FAA). The FAA's annual Statistical Handbook of Civil Aviation is the source for the statistics presented here.

Federal promotion and regulation of civil aviation are carried out by the Civil Aeronautics Board and the Federal Aviation Administration. The Board issues certificates permitting persons to engage in air transportation as a business, fixes air mail rates which they may charge, and may establish maximum and minimum rates for transportation of passengers and goods. The responsibility for investigation of aviation accidents, formerly held by the Civil Aeronautics Board, now (1975) resides with the National Transportation Safety Board of the Department of Transportation.

The principal activities of the Federal Aviation Administration are: Controlling the use of navigable airspace; prescribing regulations dealing with the competence of airmen, airworthiness of aircraft, and aircraft control; operation of air route traffic control centers, airport traffic control towers, and flight service stations; the design, construction, maintenance, and inspection of navigation, traffic control, and communications equipment for the airways; and promotion of air safety.

These agencies publish annual operational data on the use of airway facilities; data related to the location of airmen, aircraft, and airports; the activity volume in the field of non-air carrier (general aviation) flying; and aircraft production and registration.

Statistics of domestic scheduled airline operations cover trunk airlines, local service airlines, helicopter carriers, and territorial airlines except those operating in Alaska. Scheduled intrastate airlines are not included anywhere, nor are those operating locally in Alaska. Statistics of international scheduled airline operations include not only operations to and from foreign countries but overseas operations to American possessions. They also include the service of Northwest Airlines and Pan American World Airways between the United States and Alaska. Some companies operate in both the domestic and the international fields, but the statistics are segregated.

Operations of scheduled carriers of cargo only are generally not included.

## Q 565-576. Aircraft production and exports, 1913-1970.

Source: U.S. Federal Aviation Administration, FAA Statistical Handbook of Aviation, various annual issues (including, in some cases, subsequent revisions).

There is no aircraft production in Alaska or Hawaii.

# Q 577-590. Scheduled air transportation, domestic and international, 1926-1970.

Source: See source for series Q 565-576.

The term certificated route air carrier refers to air carriers holding certificates of public convenience and necessity, issued by the Civil Aeronautics Board, authorizing the performance of scheduled air transportation over specified routes and a limited amount of non-scheduled operations. Certificated route air carriers are often referred to as "scheduled airlines," although they also perform non-scheduled service. Nonscheduled service comprises revenue flights that are not operated in regular scheduled service, such as charter flights, and all nonrevenue flights incident to such flights. Scheduled service is transport service operated over an air carrier's certificated routes, based on published flight schedules, including extra sections and related nonrevenue flights.

For series Q 579, the figures are for "route mileage operated" from the beginning of the series through 1961. Thereafter, they represent the total route miles for passenger/cargo and all-cargo carriers, reported separately in the source.

Series Q 589, average available seats, was derived by dividing passenger seat-miles by revenue miles flown in passenger service.

## Q 591-603. Scheduled airline revenues and expenses, 1938-1970.

Source: See source for series Q 565-576.

## Q 604-623. Airports, aircraft, pilots, and miles flown, 1926-1970.

Source: See source for series Q 565-576.

Figures for airports and landing fields, series Q 604-605, include civil, military, and FAA (formerly CAA) fields but exclude seaplane facilities prior to 1953. Growth of airports after 1940 was stimulated by Federal defense expenditures during World War II and by the Federal-aid airport program thereafter.

Estimates of the number of certificated pilots, series Q 607-610, refer to persons certificated by FAA in the various classifications. Some may not have been actively engaged in the classification for which they were certificated. The count of certificated pilots after 1941 is not directly comparable with the previous years as the Civil Aeronautics Regulations were amended to permit pilot certificates currently effective on April 1, 1942, to continue in effect indefinitely. This amendment expired on July 1, 1947. The number of commercial pilots, series Q  $\,$  609, rose sharply after 1944 because the CAA awarded many veterans commercial certificates on the basis of their military flying experience. The number of private pilots, series Q 610, increased sharply after 1939 because of the federally subsidized civilian pilot training program which was initiated in 1939. It gave preliminary training to hundreds of thousands of men who went into the military service. Miles flown, series Q 614-618, includes business flying (by corporate executives or employees or by individuals, including farmers, on personal business), commercial flying (contract, charter, crop-dusting, photographic, etc.), instructional flying, pleasure flying, and other flying (testing, experimental, ferrying, Civil Air Patrol, etc.). Separate data on these five categories are given in the source.

## Q 624-637. Air transportation accidents, 1927-1970.

Source: 1927-1962, see source for series Q 565-576; 1963-1970, U.S. Civil Aeronautics Board, Handbook of Airline Statistics, 1971.

An aircraft accident is considered to be any occurrence, while the aircraft is operating as such, which results in fatal or serious injury

to persons or appreciable damage to the aircraft. The aircraft is considered to be "operating as such" from the time the engine is started for purposes of flight until the flight is completed; in the case of gliders, while they are under tow or gliding.

Propeller accidents to persons are included. A collision between two or more aircraft is counted as one accident.

Data include military contract operations for 1956-1970 but not for earlier years. Scheduled cargo carriers are included for 1949-1970, but not for earlier years.

Series Q 565-576. Aircraft Production and Exports: 1913 to 1970

					r of aircraft p	produced					Exports 2	
					С	ivîl				Aircraft	exported 3	
Year	Total	For U.S. Military	Total	Trans- ports		General aviati	on	Rotor- craft	Value of all products ¹ (\$1,000)	Num- ber	Value (\$1,000)	Value of all exports (\$1,000)
				-	Total	Single- engine	Multi- engine		(*=,***)		(*2,500)	(42,000)
	565	566	567	568	569	570	571	572	573	574	575	576
1970 1969 1968 1967 1966			8,190 13,600 14,969 14,479 16,397	313 509 702 500 322	7,881 12,581 13,749 13,536 15,723	6,029 10,193 11,479 11,530 13,226	1,352 2,388 2,270 2,006 2,497	496 510 518 443 352	13,466,000 12,764,000 13,850,000 11,894,000 8,725,000	2,383 3,322 3,682 3,881 3,611	1,316,041 1,235,336 1,403,930 787,682 553,908	2,769,345 2,848,745 2,817,654 1,924,976 1,393,422
1965 1964 1963 1962 1961			12,646 10,067 8,121 7,249 7,414	221 158 80 146 180	12,053 9,459 7,628 6,797 6,943	10,023 7,812 6,317 5,765 5,980	2,030 1,647 1,311 1,032 963	372 450 413 306 291	7,057,000 6,481,000 5,617,000 5,900,000 5,842,000	3,129 2,577 2,251 2,131 2,459	482,236 287,345 244,101 323,340 334,790	1,802,098 1,212,442 1,241,132 1,485,477 1,233,863
1960 1959 1958 1957 1956		2,143 2,985 4,285 5,614 6,102	8,181 8,242 6,882 6,805 7,205	238 262 218 322 205	7,726 7,802 6,478 6,173 6,765	6,438 6,785 5,609 5,250 5,715	1,288 1,017 869 923 1,050	217 178 186 310 235	6,429,000 7,134,000 (5) (5) (5)	2,336 1,628 1,689 2,025 1,711	537,133 152,984 204,051 248,943 171,097	1,329,494 769,130 971,541 1,028,729 1,064,838
1955	12,852 12,129 14,760 12,811 7,923	8,032 8,740 10,626 9,302 5,446	4,820 3,389 4,134 3,509 2,477	118 191 213 194 74	4,563 3,072 3,811 3,247 2,386	3,755 2,717 3,681 3,137 2,337	808 355 130 110 49	144 126 110 68 17	(5) (5) (5) (5) (5)	1,714 1,058 1,377 1,180 894	129,924 102,736 91,003 26,620 18,606	727,549 (NA) (NA) (NA) (NA)
1950 1949 1948 1947 1946	6,293 6,137 9,838 17,739 36,418	2,778 2,592 2,536 2,122 1,417	3,520 3,545 7,302 15,617 35,001	129 166 263 278 433	3,391 3,379 7,039 15,339 34,568				(5) (5) (6) ~(5) (3)	756 881 2,259 3,125 2,302	44,287 27,165 66,354 74,477 65,258	(NA) (NA) 153,629 172,190 115,320
1945	48,912 95,272 85,433 47,675 26,289	46,865 95,272 85,433 47,675 19,445	2,047 - - 76,844						\$8,279,000 \$16,047,000 \$12,514,000 \$5,817,000 \$1,804,000	7,599 16,544 13,865 10,448 6,001	663,129 1,589,801 1,215,848 879,995 422,764	1,148,852 2,825,927 2,142,611 1,357,345 626,929
1940 1939 1938 1937 1936	12,813 5,856 3,623 3,773 3,010	6,028 2,195 1,800 949 1,141	7 6,785 3,661 1,823 2,824 1,869						4 370,000 247,905 198,293 114,093 78,149	3,522 1,220 875 628 527	196,261 67,113 37,977 21,076 11,601	311,871 117,807 68,228 39,404 23,143
1935 1934 1933 1932	1,710 1,615 1,324 1,396 2,800	459 437 466 593 812	1,251 1,178 858 803 1,988						42,506 43,892 33,357 34,861 48,540	333 490 406 280 140	6,599 8,195 5,391 4,359 1,813	14,291 17,663 9,180 7,947 4,868
1930	3,437 6,193 4,346 1,995 1,186	747 677 1,219 621 532	2,690 5,516 3,127 1,374 654						60,846 91,051 64,662 30,897 17,695	321 348 162 63 50	4,820 5,485 1,760 849 303	8,818 9,125 3,665 1,904 1,027
1925	789 377 743 263 437	447 317 687 226 389	342	L			i		12,775 (NA) 13,142 (NA) 7,431	80 59 48 37 48	511 413 309 157 315	784 798 434 495 473
1920 1919 1918 1917 1916	328 780 14,020 2,148 411	256 682 13,991 2,013 142	72 98 29 135 269						(NA) 14,373 (NA) (NA) (NA) (NA)	65 85 20 135 269	598 778 206 1,002 2,158	1,158 13,167 9,084 4,135 7,002
1915 1914 1918 - Represents ze	178 49 43	26 15 14	152 34 29						(NA) 790	152 34 29	958 189 82	1,541 226 108

Represents zero. NA Not available.

1 Value of aircraft, engines, parts, parachutes, etc. For 1959-1970, represents net sales value of "complete aircraft and parts" plus "aircraft engines and parts."

21918-1918, fiscal years; 1919-1957, calendar years. Data for the second half of 1918 are included with calendar year 1919.

2 Exclusive of gliders and barrage balloons.

4 Total value of aircraft, engines, parts, etc.

Prior to 1922, engine values were not reported separately but were probably included with either "other" internal combustion engines or with "parts" of aircraft. Values for parachutes and their parts have been included only since 1932.

⁵ Comparable data not available.
⁶ Values are for military aircraft produced in the United States only. These data were computed by the War Production Board in terms of August 1943 unit cost. The values are not meant to measure output at current prices or expenditures. The 1940 figure is only for the second half of that year; the 1945 figure covers only the first 8 months.

first 8 months.

7 Represents domestic civil only; data on new aircraft produced for export not available.

## AIR TRANSPORTATION

# Series Q 577-590. Scheduled Air Transportation, Domestic and International: 1926 to 1970

[As of December 31 or for years ending December 31. All data reflect scheduled operations exclusively. Domestic data include intra-Alaska carriers beginning 1941 for series Q 586 and Q 587; 1948 for series Q 580 and Q 585; 1949 for series Q 582; and 1961 for series Q 581]

	Namehov	Aircraft	Route	Average passenger-		Revenue		passengers ried	Revenue passenger-	Ton-mile	s flown	Fuel	Average	Average
Year	Number of operators	in service 1	mileage in oper-	revenue per passenger- mile	Persons employed	miles	Dupli- cated ² (1,000)	Undupli- cated 3 (1,000)	miles flown (millions)	Express and freight (1,000)	Mail (1,000)	consumed, gasoline (mil. gal.)	available seats	speed (m.p.h.)
	577	578	579	580	581	582	583	584	585	586	587	588	589	590
DOMESTIC											BOE 511		110.4	350
1970 1969 1968 1967	33 33 38 39 40	2,437 2,423 2,317 2,194 2,027	171,615 150,431 125,581 119,768 111,488	\$0.0587 .0590 .0561 .0564 .0583	242,206 255,386 244,742 223,380 196,298	2,013,484 2,000,269 1,715,857 1,462,240 1,178,458		153,408 158,405 145,774 128,479 105,789	104,156 102,717 87,508 75,487 60,591	1,966,009 1,916,472 1,578,992 1,314,409 1,108,691	705,711 801,416 564,084 405,352 291,277	27 113 223 382	109.8 100.8 94.4 91.2	394 373 354 320
1965	40 40 40 40 41	1,896 1,863 1,832 1,831 1,867	114,110 115,147 114,089 112,944 102,309	.0606 .0612 .0617 .0644 .0628	169,952 153,243 143,112 138,673 136,987	1,088,112 957,575 888,793 827,694 795,165		92,073 79,139 69,366 60,738 56,900	44,141 38,457 33,623	943,128 743,963 603,725 554,599 454,142	225,992 189,782 174,439 166,801 150,452	448 507 554 696 743	89.2 86.1 83.4 79.4 72.9	314 297 287 274 258
1960 1959 1958 1957 1956		1,594 1,596 1,546 1,494 1,347	101,414 95,063 89,569 88,325 84,189	.0609 .0588 .0564 .0531 .0533	133,717 132,042 119,746 119,333 103,489			56,352 54,955 48,297 48,761 41,738	25,375 25,379 22,399		135,923 120,308 107,018 100,218 94,523	922 1,142 1,188 1,165 1,005	55.8 53.7 52.4	220 215 213
1955	42 43 44 46 49	1,212 1,175 1,139 1,078	78,992 78,294 78,384	.0536 .0541 .0546 .0557 .0561	95,548 84,765 84,651 79,687 72,898				16,802 14,794 12,559 10,590		88,751 82,768 74,106 70,443 64,734	692	46.1	198 191 185
1950 1949 1948 1947 1946	52 51 39 27 23	960 913 878 810 674	77,440 72,667 68,702 62,215		60,416 58,998	1	1	i	8,007 6,752 5,976 6,105 5,945	152,223 123,603 102,360 64,637 38,590	47,740 41,889 38,198 33,086 32,969	418 375 332 294 236	32.4 30.0	179 172 168
1945 1944 1943 1942 1941	19 18 18 19 19	186	48,516 47,384 42,537		31,198 29,654 26,910	208,969	2	6,576 4,046 3,020 3,137	2,177 1,632 1,418	11,896	65,103 51,146 36,067 21,167 13,108	90 65 69	19.1 18.3 17.9 17.5	156
1940 1939 1938 1937 1936	}	369 4 276 4 260 291	42,757 5 36,654 5 34,879 32,006	.0507 .0510 .0518	15,984 5 10,635	110,101 82,925 68,610	1,735 1,197 1 985	11,077	1,052 683 480 412 7439	2,713 2,182 2,162	10,118 8,611 7,449 6,698 5,741	47 38 34 31	1	
1935 1934 1938 1932 1931	26 24 25 32 39	423 418 456	29,190 28,609 28,283 28,956	.057 .059 .061 .061	5,944 4,200 4,369 4,020 4,814	41,526 49,256 45.89	8 679 6 8 479 6 8 502 4 8 479 9 8 472	2 2 3 3	7 316 7 190 7 175 7 127 7 107	9 597 9 423 9 290	11 2 . 568	19 22 20 16	7.6 6.6	
1930	43 38 34 18 13	442 268	3	.12	2,777 1,953 12 1,496	32,64 8 22,72 6 10,52 5,85 4,31	9 8162 8 848 6 84	9		9 70 9 59 9 13		2		
INTERNATIONAL				2500	40 50	0 960 970	0	16,26	27.568	942,008	548,845	5	154.9	
1970 1969 1968 1967	1 9		163,534 158,828	.0498 .0498 .0501	53,95 50,28 46,51	3 408,13 0 350,71 8 285,71	0 6 6 9 1	14,020 12,275	7 26,451 23,259 2 19,298	1	679,357 560,402 452,635	92 7 92 18 5 31	135.6 132.2 129.8	476 482 468
1965		3	100,413	.0582	34,69 32,32 30,40	2 247,76 5 214,37 7 192,14 0 171,50 6 161,29	6 5 0 0 0 7	10,84 9,38 8,03 7,07 6,11	1 14,35; 7 11,90; 9 10,13; 2 8,76;	217,164	180,991 181,253 172,013 144,804	1 46 7 61 7 91 4 128	127.5 124.8 118.5 108.7	441 425 7 35
1960 1959 1958 1957 1956	1; 1; 1; 1;	3 174 3 175 2 18 0 17	3 139,820 5 140,10 0 133,88	1 .064	28,64 5 27,40 5 27,85	4 162,63 8 172,14 4 172,71 7 161,57	4 3 3  1 1 1 1	5,90 5,34 4,77 4,55 3,94	7,064 3 6,124 2 5,885 9 5,226	159,349 133,958 2 128,239 3 115,172	81,99° 75,636 66,894 64,356	321 5 271	64.4 64.4 65 61.4 59.6	26 1 25 1 25 24 24
1955		9 14 9 16 8 16 7 14 6 14	1 112,48 1 111,82 9 110,46	5 .070	6 24,77 4 24,74 1 24,38	135,44 120,32 114,15 106,15 98,70	11 22 33 58	3,41 2,87 2,69 2,36 2,04	6 4,49 5 3,81 9 3,45 5 3,06 2 2,61	15,100	43,55 31,63 28,20	3 25 4 20 0 18 1 18 9 (NA)	56. 9 52.	7 242 3 230 1 22'

Series Q 577-590. Scheduled Air Transportation, Domestic and International: 1926 to 1970—Con.

	Number	Aircraft		Average passenger-		Revenue	Revenue passen- gers	Revenue passenger-	Ton-mil		Fuel	A verage	Average
Year	of operators	in	Route mileage	revenue	Persons employed	miles flown (1,000)	carried, undupli- cated 3 (1,000)	miles flown (millions)	Express and freight (1,000)	Mail (1,000)	consumed, gasoline (mil. gal.)	available seats	speed (m.p.h.)
	577	578	579	580	581	582	584	585	586	587	588	589	590
international—Con.													
1950 1949 1948 1947 1946	6 5 5 5 5	160 177 175 154 147	109,011 105,853	.0777	20,883 21,108 24,192 26,154 27,372	94,626 105,119 98,053 86,481 59,376	1,675 1,520 1,373 1,360 1,041	2,060 1.894	32.904	26,228 24,410 20,664 15,503 8,165	143 123 103	36.6 35.1 35.2 27.2	207 199 191 166
1945 1944 1943 1942 1941	5 4 4 4 3	97 70 70 68 83	38,885 29,708 27,211 (NA) (NA)	.0868 .0783 .0794 .0886 .0861	17,968 11,409 9,625 12,803 7,235	18,458 18,681	476 341 279 269 229	312 246 237	5,096	2.630	16	18.5 17.5 17.7	
1940 1939 1938 1937 1936	3 2 2 2 2 2	68 84 73 92 94	34,968 31,979	.0857	6,067 5,275 4,266 4,000 2,916	7,043 7,909	163 129 109 * 112 * 88	72 53 7 54			9 9 8 7 7	17.7	
1935 1934 1933 1932 1931	2 2 3 3 3	101 99 86 108	22,192 19,404 19,574		1,926 1.590	5.278	8 97	7 37 7 25 7 21			64		
1930 1929 1928 1927 1926	i	103 83 57	l		387		8 1				1		

Series Q 591-603. Scheduled Airline Revenues and Expenses: 1938 to 1970 [In thousands of dollars]

			Operating	revenues				<del></del>	Operating	expenses			
									Airc	raft			Net
Year	Total	Passenger	Mail (including subsidy)	Express and freight	Excess baggage	Other	Total	Total	Flying	Direct mainte- nance flight equip- ment	Depre- ciation flight equip- ment	Ground and indirect expense	operating income or loss 1
	591	592	593	594	595	596	597	598	599	600	601	602	603
DOMESTIC													
1970 1969 1968 1967 1966 2	7,180,121 6,935,606 5,607,054 4,886,572 4,070,323	6,246,416 5,943,446 4,911,881 4,260,000 3,534,335	206,679 224,120 185,654 170,180 161,796	498,322 462,189 343,392 287,254 251,344	12,134 11,699 8,943 7,236 5,954	216,570 294,202 157,184 161,902 116,894	7,180,938 6,613,425 5,297,594 4,475,594 3,589,659	4,005,322 3,702,356 2,948,964 2,501,951 2,007,928	2,119,362 1,947,788 1,505,477 1,229,479 974,179	1,135,808 1,057,917 911,297 831,715 680,413	750,152 696,701 532,190 440,757 353,336	3,175,616 2,911,069 2,348,630 1,973,643 1,581,731	-817 322,181 309,460 411,152 480,664
1965 ²	3,608,506 3,094,628 2,722,464 2,497,900 2,245,495	3,142,048 2,701,111 2,374,392 2,167,476 1,951,491	157,525 149,122 142,775 139,451 129,589	219,612 181,396 152,414 135,947 114,500	12,041 16,674 17,473 19,661 20,399	77 280	3,165,073 2,777,925 2,579,821	1,810,851 1,614,993 1,539,303 1,448,288 1,362,055	854,650 755,846 698,696	639,942 580,092 523,111 496,408 445,859	316,259 279,055 317,496 292,744 283,009	1,854,222 1,162,932 1,040,518 959,646	443,433 316,703 142,643
1960 1959 1958 1957 1956 3 *	2,129,311 1,955,116	1,860,869	113,123 94,998 81,814 74,734	102,766 91,235 77,622 68,591 64,004	21,365 21,362 19,490 18,644 15,175	31,688 25,030 25,098 20,729 20,373	2,091,423 1,848,332 1,538,700 1,488,973 1,258,423	1,043,016 932,907 786,406 780,401 637,082	600,840 551,399 474,654 469,587 371,623	257,788 230,404 186,690 176,099 168,490	184,388 151,104 125,062 134,715 96,969	915,425 752,294	37,888 106,784 97,531 41,255 101,057
1955 1954 1958 1952 1951	4937.482	803,869 695,456	65,726 64,484 58,887	61,102 49,901 47,791 42,828 36,914	12,168 10,631 8,704 7,348 6,069	10,680 12,622 13.152	4 850,448 4 723,409	487,376 438,088 361,464	279,971 253,091 208,665		92,919 97,106 82,596 60,103 43,232	525,493 454,200 412,356 361,939 307,421	101,211 87,032

NA Not available.

1 Figures for 1961-1970 for domestic airlines are for total aircraft in service, domestic and international.

2 Duplication exists where (a) the same passengers were carried on more than 1 route of an air carrier; and (b) where the same passengers were carried by more than 1 air carrier.

3 Duplication has been eliminated where the same passengers were carried on more than 1 route of an air carrier, but still exists where the same passengers were carried by more than 1 air carrier.

4 Computed by CAA from reports of duplicated revenue passengers.

⁵ Excludes Marine Airlines.
6 Excludes Colonial and Marine Airlines.
7 Includes nonrevenue passenger-miles flown.
8 Includes nonrevenue passengers.
9 Excludes Colonial Airlines, Inc., and Hawaiian Airlines, Ltd.
10 Excludes 224,236 ton-miles flown by U.S. Army.
11 Excludes Colonial Airlines, Inc.
12 Includes employees of Pan American Airways.
13 Included with domestic air transportation.

#### AIR TRANSPORTATION

# Series Q 591-603. Scheduled Airline Revenues and Expenses: 1938 to 1970—Con.

[In thousands of dollars]

			Operating	revenues					Operating	expenses			
									Aire	raft			Net
Year	Total	Passenger	Mail (including subsidy)	Express and freight	Excess baggage	Other	Total	Total	Flying	Direct mainte- nance flight equip- ment	Depreciation flight equipment	Ground and indirect expense	operating income or loss ¹
	591	592	593	594	595	596	597	598	599	600	601	602	603
DOMESTIC—Con.													
1950 1949 1948 1947 1946	557,803 486,034 434,295 364,840 316,233	444,506 388,931 343,290 308,576 275,594	63,788 59,333 59,309 29,445 20,982	35,122 27,987 24,372 19,378 13,620	5,077 4,452 8,953 3,572 2,993	9,310 5,331 3,371 3,869 3,044	494,645 461,733 431,634 386,199 322,219	241,060 223,193 199,991 169,165 129,250	141,816 127,398 109,636 88,840 70,410	57,841 54,028 49,035 42,903 33,273	41,403 41,767 41,320 37,422 25,567		$ \begin{array}{r} 2,661 \\ -21,360 \\ -5,986 \end{array} $
1945 1944 1943 1942 1941	214,743 160,928 123,105 108,249 97,311	166,520 116,441 87,481	33,694 33,317 24,213 23,470 22,696	10,835 8,306 8,382 6,978 2,919	2,298 2,031 1,720 1,260 766	1,397 833 1,309 1,722 1,139	180,626 124,522 95,563 84,366 89,919	69,223 45,150 84,613 86,392 44,932	43,421 28,238 20,739 21,866 27,392	16,393 11,893 9,132 8,664 9,789	9,409 5,019 4,742 5,862 7,751	111,403 79,372 60,950 47,974 44,987	34,117 36,406 27,542 23,882 7,392
1940 1939 1938	76,864 55,948 42,845	i	20,090 18,482 15,798	2,078 1,619 1,278	551	837 657 625	5 70,897 5 51,392 6 43,865	35,179 26,294 24,987	22,093 15,809 14,737	7,496 5 651 5,345	5,590 4,834 4,905	35,028 24,692 18,878	4,556
INTERNATIONAL									100	044 055	107 000	050 648	10 201
1970 1969 1968 1967 ² 1966 ²	1,913,592 1,689,387 1,958,327 1,769,682 1,474,480	1,380,388 1,176,349 1,309,173 1,165,862 995,185	110,197 99,041 135,904 145,051 131,804	197,031 185,502 185,856 163,558 149,529	15,109 14,232 15,823 13,419 14,092	210,867 214,263 311,571 281,792 183,865	1,638,275 1,746,831 1,496,540	944,148 832,503 920,029 792,026 684,423	515,182 456,431 495,035 424,135 329,427	241,077 219,053 244,024 211,874 181,475	187,889 157,019 180,970 156,017 123,521	950,243 805,772 826,802 704,514 586,471	
1965 2 1964 2 1963 2 1962 2 1961 2		887,335 781,649 692,801 595,221	82,158 71,321 73,989 70,368 59,527	131,119 100,296 80,378 71,252 63,265	13,481 11,149 11,665 10,334 9,570	85,310 63,501 61,470 63,269 56,869	1,001,362 896,187 799,462 723,853 698,685	430.073	262,597 238,427 216,834 193,422 186,561	146,043 145,186 117,729 113,602 109,493	100,070 88,151 95,510 91,357 104,483	492,651 424,423 369,389 325,472 298,148	
1960 1959 1958 1957 1956 3		444,618 395,604 385,183	47,544 40,469 37,962 32,895 39,320	58,802 51,877 45,420 42,879 38,292	10,136 8,845 8,963 9,228 8,271	40,622 46,417 42,932 38,642 36,258	639,477 573,653 519,604 480,495 436,257	211,783	150,763 132,529	58,392 57,522 47,859 44,828 47,634	65,849 54,075 48,450 46,229 31,620	224,474	11,277 28,332 34,903
1955 1954 7 1953 1952 1951		295 442	27,221 49,191 53,746 51,532	32,013 29,784 27,385 26,910 25,245	7,385 6,997 5,248 4,822 3,809	23,093 18,866 18,454 19,290 20,977	I 318.489	171,427 157,728 151,308 146,965 129,221	108,954 99,044 91,751 87,442 75,102	34,867 30,856 32,827 33,043 29,856	27,606 27,828 26,730 26,480 24,263	157,456	26,155 19,221 10,718 18,071
1950 1949 1948 1947 1946		160,672 158,480 151,338 140,652	55,689 75,197 57,331	1	3,244 4,178 4,135 4,388	18,862 14,173 15,621 14,143 15,567	248,323 252,863 235,287 209,294 139,843	122,776 122,334 110,993 93,766 52,045		26,158 26,311 24,241 21,997 11,064	8,954	87,798	6,911
1945 1944 1943 1942 1941		38,859 24,287	12 246	7,315 5,405 4,401 4,319	1,066 803 936	9,120 5,235 4,677 5,605 6,639	39,227 32,079 35,223 35,309	11,992					760 5,647 2,681
1940 1939 1938		8.812	13,439 11,066	893 613	237	3,472 1,581 1,338	25,666 18,201 14,308						1,256 1,452 850

^{*} Denotes first year for which figures include Intra-Alaskan and Intra-Hawaiian

years because of the revision in the *Uniform System of Accounts and Reports* put into effect on January 1, 1967. The time period covered and the number of air carriers involved precluded a full conversion to the new reporting system, and only limited adjustments in data for 1956 were made by CAB.

4 Sum of the items does not agree with total due to rounding procedure.

5 Includes total operating expenses for Colonial Airlines, Inc., for which distribution by type of expense was not available.

6 Excludes Colonial Airlines, Inc.

7 Excludes Midet Aviation Corporation due to inadequacies in reporting.

^{*} Denotes first year for which figures include Intra-Alaskan and Intra-Hawahan carriers.

1 Minus sign denotes loss.

2 Items of aircraft operating expense are not comparable with prior years and include items of ground and indirect expenses as follows: (a) direct maintenance flight equipment (series Q600) also includes direct maintenance ground equipment, and indirect maintenance; (b) depreciation flight equipment (series Q 601) also includes other depreciation and amortization expenses; (c) ground and indirect expense (series Q 602) includes only those expenses chargeable to general services and administration.

3 Operating expenses for 1956 are not directly comparable with those for subsequent

Series Q 604-623. Airports, Aircraft, Pilots, and Miles Flown: 1926 to 1970

[As of December 31 or for years ending December 31, except as noted. Includes Alaska, Hawaii, and outlying areas for all years]

	Airports and la	ınding fields ¹	Total civil		Certificated ai	rplane pîlots ³		Federal aid	d to airports, co ce 1947 (mil. do	ımulative ol.)
Year	Total	Lighted	aircraft 2	Total	Airline transport	Commercial	Private	Total funds	Federal funds	Sponsor funds
	604	605	606	607	608	609	610	611	612	613
1970	10,470 10,126	3.554 3,430 3,312 3,149 2,988	154,450 190,749 179,285 166,598 155,132	732,729 720,028 691,695 617,931 548,757	34,430 31,442 28,607 25,817 23,917	186,821 176,585 164,458 150,135 131,539	303,779 299,491 281,728 253,312 222,427	2,453 2,447 2,362 2,193 2,052	1,199 1,198 1,165 1,090 1,018	1,254 1,249 1,197 1,103 1,084
1965 1964 1968 1962 1961	9 490	2,878 2,773 2,672 2,481 2,299	142,078 137,189 129,975 124,273 117,904	479,770 431,041 378,700 830,220 804,707	22,440 21,572 20,269 23,220 22,042	116,665 108,428 96,341 275,495 268,707	196,393 175,574 152,209 531,505 513,958	1,887 1,754 1,624 1,198 1,183	935 866 799 578 571	952 888 825 620 613
1960 1959 1958 1957 1956	6,426 6,018 6,412	2,133 1,943 1,809 1,713 1,399	111,580 105,809 98,893 98,189 87,531	783,232 758,368 731,078 702,519 669,079	20,985 19,364 18,303 16,900 15,295	262,437 255,377 245,541 237,149 221,096	499,810 483,627 467,234 448,470 432,688	1,184 1,047 882 782 660	573 509 431 385 326	611 538 451 397 334
1955 1954 1958 1952 1951	6,977	1,247 1,108 41,050 1,858 (NA)	85,320 92,067 91,102 89,313 88,545	643,201 613,695 585,974 581,218 580,574	13,700 13,341 12,757 11,357 10,813	211,142 201,441 195,363 193,575 197,900	418,359 398,913 377,854 376,286 371,861	460 382 388 388 368	224 185 193 194 182	236 197 195 194 186
1950 1949 1948 1947 1947	6,484 6,414 5,759	1,670 1,480 1,521 1,447 1,019	92,809 92,622 95,997 94,821 81,002	(NA) 525,174 5491,306 6433,241 400,061	(NA) 9,025 57,762 67,059 7,654	(NA) 187,769 5 176,845 6 181,912 203,251	(NA) 328,380 5 306,699 6 244,270 189,156	342 277 216 142	165 133 103 68	177 144 112 74
1945 1944 1943 1942 1941	3,427 2,769 2,809	1,007 964 859 700 662	37,789 27,919 27,180 27,170 26,013	296,895 183,383 173,206 166,626 129,947	5,815 8,046 2,315 2,177 1,587	162,873 68,449 63,940 55,760 34,578	128,207 111,888 106,951 108,689 93,782			
1940 1939 1938 1937 1937	2,280 2,374 2,299	776 735 719 720 705	17,928 13,772 11,159 10,836 9,229	69,829 33,706 22,983 17,681 15,952	1,431 1,197 1,159 1,064 842	18,791 11,677 7,839 6,411 7,288	49,607 20,832 13,985 10,206 7,822			
1985 1984 1933 1932 1931	2,297 2,188 2,117	698 664 626 701 680	9.072 8,322 9,284 10,324 10,780	14,805 13,949 13,960 18,594 17,789	736 676 554 7 330	7,362 7,484 7,635 7,967 8,513	6,707 5,789 5,771 10,297 9,226			
1930	1,550 1,364 1,036	640		15,280 10,430 4,887 1,572		7,847 6,165	7,433 4,265			

#### AIR TRANSPORTATION

# Series Q 604-623. Airports, Aircraft, Pilots, and Miles Flown: 1926 to 1970-Con.

	E	Istimated miles schedule	flown in civil fl ed air carrier (n	ying other than nillions)		Fuel consumed (general		Domestic air o ton-miles flow	cargo, revenue n ¹⁰ (millions)	
Year	Total	Business 8	Commercial 9	Instructional	Personal and other	aviation) (mil. gal.)	Total	Scheduled carriers	Nonscheduled carriers 11	Supplemental carriers 12
	614	615	616	617	618	619	620	621	622	623
1970	3,207 3,926 133,701 123,440 133,336	1,134 1,426 131,406 131,431 131,536	791 723 13 666 13 569 13 516	450 910 13 814 13 718 13 646	832 867 13 814 13 727 13 638	759 690 610 541 486	2,581 2,769 2,327 2,168 1,944	2,216 2,126 1,775 1,498 1,301	80 365 248 406 389	285 278 305 264 254
1965 1964 1963 1962	13 2,562 13 2,181 14 2,049 15 1,965 14 1,858	13 1,204 13 1,047 14 983 15 935 14 888	13 461 13 393 14 369 15 367 14 333	13 359 13 284 14 266 15 256 14 203	13 538 13 458 14 430 15 407 14 434	378 307 14 285 15 264 14 257	1,661 1,288 1,095 1,102 829	1,112 894 715 637 533	330 209 210 351 182	220 185 171 115 114
1960 1959 1958 1957 1956	14 1,769 14 1,716 14 1,660 1,426 14 1,315	14 881 14 858 14 847 721 14 672	14 299 14 292 14 299 249 14 247	и 194 и 223 и 232 202 и 158	14 395 14 343 14 282 254 14 238	14 246 14 221 14 209 213 14 201	724 651 567 554 457	476 450 387 396 351	135 138 119 111 47	112 63 61 47 59
1955 1954 1953 1952 1951	1,216 1,119 1,045 972 975	14 628 553 499 420 380	14 246 226 210 218 190	14 121 124 121 144 190	14 222 216 216 190 215	14 193 180 172 141 135	379 277 281 259 261	319 248 254 244 217	20 6 10 5 26	41 24 18 10 18
1950 1949 1948 1947	14 1,062 1,129 1,470 1,502 875	4 340 309 299 228 122	14 181 166 143 150 108	14 287 379 755 849 479	14 255 275 278 275 166	14 134 135 183 160 101	239 153 109 69	211 134 102 65	16 5 7 4	13 13
1942	294 346	30 27	47 51	188 197	29 71	26 30				
1940 1939 1938 1937 1936	264 178 129 103 93	26 25 19 16 12	32 34 25 23 25	126 66 46 35 30	80 52 39 30 27	23 17 10 11 11				
1985	85 76 71 78 94	13 12 12 12 12	23 21 20 22 26	23 17 16 18 25	26 26 23 26 29	11 10 9 11 12				
1930 1929 1928 1927 1926	108 110 60 30 19					14 14 8 4 2		11		

NA Not available.

¹ Includes seaplane bases, heliports, and, beginning 1954, military fields having joint civil-military use. Prior to 1954, all military fields are included.

² 1946—1962 includes gliders. Beginning 1950, active and inactive aircraft.

³ Beginning 1963, data are for active certified airplane pilots only. Also beginning 1963, total includes student, helicopter, glider, and other pilots, not shown separately.

⁴ As of Mar. 1, 1954.

⁵ As of Mar. 1, 1954.

⁵ As of Mar 1, 1948.

⁷ Airline transport rating became effective May 5, 1932.

⁸ Corporation and individual business transportation, not for hire.

⁹ Passenger and cargo transportation for hire, aerial application (crop dusting, spraying, seeding, etc.), patrol, survey, and other miscellaneous work use.

¹⁰ Comprises express and freight ton-miles.

¹¹ Includes some military ton-miles and may include a small amount of international

¹¹ Includes some military ton-miles and may include a some difference traffic.

12 Civil and military.

13 Estimated from information received on Aircraft Use and Inspection Reports.

14 No survey was conducted. Data for 1958-61 have been revised using a correction factor based on the 1962 survey of aircraft use in general aviation. Data for 1963 are based on hours and use reported on aircraft inspection reports adjusted by the same correction factor.

15 The 1962 general aviation survey excluded gliders, dirigibles, and balloons. These data have been adjusted to include them.

## Series Q 624-637. Air Transportation Accidents: 1927 to 1970

		Domestic s	cheduled a	ir carriers ¹		In	ternationa	l scheduled	air carrier	3 1	Non-a	air-carrier f	lying opera	tions
Year	Total acci- dents	Num- ber of fatal acci- dents	Total passen- ger- fatali- ties	Plane- miles flown per fatal accident (1,000)	Passenger- fatalities per 100 million passenger- miles flown ²	Total acci- dents	Num- ber of fatal acci- dents	Total passen- ger fatali- ties	Plane- miles flown per fatal accident (1,000)	Passenger- fatalities per 100 million passenger- miles flown	Total acci- dents	Fatal acci- dents	Fatali- ties	Miles flown per fatal accident (1,000)
	624	625	626	627	628	629	630	631	632	633	634	635	636	637
1970 1969 1968 1967 1966	31 37 44 43 50	1 7 11 8 4	132 258 226 59	3 157,037	(Z) .3	8 11 10 8 3	1 2 -	2  47  -	3 390,630 (X) 3 209,282 (X) (X)	(Z) (X) (X) (X)	4,640 4,767 4,968 6,115 5,712	622 647 692 603 573	1,254 1,495 1,399 1,228 1,151	5.348 5.972
1965 1964 1968 1962 1961	55 45 39 35 56	6 6 4 5 5	205 106 48 158 124	3 161,371 3 224,180 3 166,660	.1 .1 .3	8 10 8 42	1 3 1 -				5,196 5,070 4,690 4,840 4,625	538 504 482 430 426	1,029 1,056 893 857 761	4,250
1960	62 61 42 44 55	5 10 9 4 4 4	326 209 114 32 143	3 94,619 3 198,553 208,014	.7	5 6 12 7 3	2 1 2 1	10 59 10 36	3 89,387	.8	4,793 4,576 4,584 4,200 3,474	429 450 384 438 356	787 823 717 800 669	3,813 4,323 3,256
1955 1954 1953 1952 1951	6 45 7 49 37 44 45	4 5 6	156 16 86 46 142	141,123 107,331 79,600	.1	5 5 6 11 10	1 2 3 1	2 - 2 94 31	144,921 (X) 59,250 36,275 102,534		3,343 3,381 3,232 3,657 3,824	384 393 387 401 441	619 684 635 691 750	2,848 2,701 2,424
1950	39 35 56 44 33	8 5 8		44,622 67,889 40,832	1.3 1.3 3.2	6 9 12 9 14	2 - 2 3 2	48 - 44 20 40	47,956 (X) 50,144 29,392 80,355	(X) 1.0 1.1	4,505 5,459 7,850 9,253 7,618	499 562 850 882 690	871 896 1,384 1,352 1,009	2,008 1,728 1,703
1945 1944 1943 1942 1941	40 30 23 23 27	5 2 5	76 48 22 55 35	27,768 52,716 22,354	2.2 1.3 3.7	. 2	2 1 1 - 1	10		5.3 3.9 (X)	4,652 3,343 3,871 3,324 4,252	322 169 167 143 217	508 257 257 220 312	(NA) (NA) 2,053
1940	30 28 23 42 65	2 5	40	41,616 13,818 13,358	1.2 4.5 8.3	8	1 3 1 2	10 7 11 2	2,347 7,909	13.0 13.9	1,900	232 203 176 184 155	359 315 274 280 261	876 734 560
1935	58 71 100 108 118	9	17 8 19	5,190 5,472 2,868	9.0 4.6 14.9	1 7	2 - 1 1	6	(X) 5.278	(X)	1,503 1,491 1,589 1,936 2,197	161 184 177 207 251	253 323 299 318 398	410 402 377
1930 1929 1928 1927	88 124 85 25	21	14	1,082		3			(X)	(X)	2,029 1,586 1,036 253	215		

Represents zero. X Not applicable. Z Less than 1/10 of a person.

1 Includes scheduled revenue operators only.

2 Rates computed on basis of total passengers carried and passenger-miles flown, revenue and nonrevenue. Applies to passenger-carrying service only. Excludes passenger deaths occurring in dynamite /sabotage accidents; July 25, 1957, 1 passenger; Jan. 6, 1960, 29 passengers; May 22, 1962, 37 passengers; May 7, 1964, 41 passengers.

3 Represents aircraft revenue-miles per fatal accident.

⁴ Midair collision, nonfatal to air-carrier occupants.
⁵ Includes 2 midair collisions nonfatal to air-carrier occupants.
⁶ Excludes sabotage disaster at Longmont, Colo., on Nov. 1, 1955 in which 5 crew members and 39 passengers were fatally injured.
⁷ Includes 1 ground collision between 2 air-carrier aircraft, 1 in scheduled passenger service and 1 in other revenue operations.